



Republika e Kosovës  
Republika Kosovo  
Republic of Kosovo



Autoriteti i Aviacionit Civil i Kosovës  
Autoritet Civilnog Vazduhoplovstva Kosova  
Civil Aviation Authority of Kosovo

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Director General of Civil Aviation Authority of the Republic of Kosovo,

Pursuant to Articles 3.5, 15.1 (c) and 21.2 of the Law No. 03/L-051 on Civil Aviation,

Having regard to UNMIK's signature of the Multilateral Agreement on the Establishment of a European Common Aviation Area ("the ECAA Agreement") on behalf of Kosovo, and the provisional entry into force of the ECAA Agreement for Kosovo on 10 October 2006,

Whereas the Republic of Kosovo has undertaken international obligations of Kosovo, including those concluded on behalf of Kosovo by UNMIK,

Whereas the ECAA Agreement requires that the Joint Aviation Requirements (JARs) adopted by the Joint Aviation Authorities, are implemented in the Republic of Kosovo,

Hereby issues the following:

## **REGULATION No. 4/2010 ON**

### **CONDITIONS AND PROCEDURE FOR ACQUIRING, ISSUANCE, RENEWAL AND EXTENSION OF LICENCES AND AUTHORIZATIONS FOR AVIATION STAFF - HELICOPTER PILOTS**

#### *Article 1* **Applicability**

This Regulation prescribes the conditions and procedures for acquisition, issuance, renewal and extension of licences and authorisations for helicopter pilots, as well as programs for training, testing and establishing professional capabilities and conditions that must be fulfilled by legal entities which conduct helicopter pilot training.

#### *Article 2* **Definitions**

For the purpose of this Regulation, the following definitions shall apply:

*Authority* – shall mean the Civil Aviation Authority of the Republic of Kosovo,

*Facilities for Private Pilot License Instruction Only (PPL Facility)* – legal entity authorised to conduct professional training for the acquisition of private pilot licence in accordance with the JAR-FCL 2.125,

*Flight Training Organisation (FTO)* - legal entity authorised to conduct professional training for acquiring pilot licences and authorisations,

*JAA Member State* - signatory to the Agreement on the development, the acceptance and the implementation of Joint Aviation Requirements, signed in Cyprus on 11 September 1990,

*Joint Aviation Authorities (JAA)* - associate agency of the European Civil Aviation Conference (ECAC) comprised of representatives of agencies responsible for issuing regulations in the field of civil aviation for Member States,

*Joint Aviation Requirements-Flight Crew Licensing (JAR FCL)* - aviation regulations on conditions and procedures for acquiring licences and authorizations for flight crew members. JAR-FCL 2 contains the provisions on licensing of flight crew members – helicopter pilots,

*Pilot licence – helicopter* - document which enables its holder to perform duties of a flight crew member in helicopter in accordance with the authorizations written in the licence and depending on the type of licence held,

*Type Rating Training Organisation (TRTO)* - legal entity authorised to conduct professional training for acquiring type authorisations,

### *Article 3*

#### **Licences and Authorisations**

3.1 Licences and authorisations for helicopter pilots are acquired, extended or renewed in accordance with the provisions of this Regulation.

3.2 Conditions and procedures for acquiring, issuance, renewal or extension of helicopter pilot licences and authorizations are provided in Section 1 (Requirements) of JAR FCL 2, and Section 2 of JAR FCL 2 - Acceptable Means of Compliance (AMC) and Interpretative and Explanatory Material (IEM).

3.3 Section 1 (Requirements) of JAR FCL 2, as referred to in paragraph 3.2 of this Article is divided into subparts from A to J:

1. Subpart A - General Requirements;
2. Subpart B - Student Pilot (Helicopter);
3. Subpart C - Private Pilot Licence (Helicopter) – PPL(H);

4. Subpart D - Commercial Pilot Licence (Helicopter) – CPL(H);
5. Subpart E - Instrument Rating (Helicopter) – IR(H);
6. Subpart F - Type Ratings (Helicopter);
7. Subpart G - Airline Transport Pilot Licence (Helicopter) – ATPL(H);
8. Subpart H - Instructor Ratings (Helicopter);
9. Subpart I - Examiners (Helicopter);
10. Subpart J - Theoretical knowledge requirements and procedures for the conduct of theoretical knowledge examinations for professional pilot licences and instrument ratings.

*Article 4*  
**Professional Training**

4.1 Professional training of flight crew members – helicopter pilots shall be conducted by an FTO and TRTO which fulfill the prescribed conditions as authorised by the Authority in the following order:

- 4.1.1 FTO must comply with the conditions of Section 1 Subpart A – Appendix 1a, to JAR-FCL 2.055.
- 4.1.2 TRTO must comply with the conditions of Section 1 Subpart A – Appendix 2 to JAR-FCL 2.055.
- 4.1.3 Facilities for Private Pilot Licence Instruction Only must meet the conditions of Section 1 Subpart C – Appendix 1 and 2 to JAR-FCL 2.125.

*Article 5*  
**Professional Training Programmes**

5.1 Professional training for acquiring licences, authorisations and special authorisations shall be conducted in accordance with the programs as authorised by the Authority.

5.2 FTO, TRTO and the Facilities for Private Pilot Licence Instruction Only must develop programs as referred to in paragraph 5.1 of this Article in accordance with the programs of Section 2 of JAR-FCL 2 Acceptable Means of Compliance (AMC) and Interpretative and Explanatory Material (IEM).

*Article 6*  
**Administrative and Guidance Material**

The latest JAA AGM (Administrative and Guidance Material – Section 5 and 6) is accepted as a recommended practice for carrying out of administrative tasks and procedures of the Authority.

*Article 7*

**Interpretation**

In cases where any differences occur between the versions of JAR-FCL 2 in Albanian and/or Serbian, and the original English version, the English version of JAR-FCL 2 (Amendments 1, 2, 3, 4, 5, and 6), which is annexed to this Regulation, shall prevail.

*Article 8*

**Entry into Force**

This Regulation shall enter into force on 10 October 2010.

**Dritan Gjonbalaj**  
Director General



Postal Address: P.O. Box 3000  
2130 KA Hoofddorp  
Visiting Address: Saturnusstraat 50  
The Netherlands  
Tel.: 31 (0)23 - 5679700  
Fax: 31 (0)23 - 5621714

Our reference number: 09/44-1/07-L001

1 February 2007

## **JAR-FCL 2 - FLIGHT CREW LICENSING (Helicopter)**

Please find attached a copy of Amendment 6 to JAR-FCL 2, dated 1<sup>st</sup> Feb. 2007.  
This amendment incorporates NPA-FCL 26.

Instructions on how to incorporate the affected pages are available at the end of this letter.

The associated Comment Response Document, detailing the comments made during consultation and the JAA's response to those comments, is available on the JAA website ([www.jaa.nl](http://www.jaa.nl)).

Customers who have purchased copies of JAR-FCL 2, and who wish to receive future amendments, should ensure that they have made suitable arrangements with the JAA's publisher, Information Handling Services, to whom you can direct any queries regarding the sale and distribution of JAA documents. Addresses of the worldwide IHS offices are listed on the JAA website ([www.jaa.nl](http://www.jaa.nl)) and IHS's website ([www.global.ihs.com](http://www.global.ihs.com)).

Queries regarding the technical content of the code should be made to JAA Headquarters, using the following email address: [publications@jaa.nl](mailto:publications@jaa.nl).

Fergus Woods  
Licensing Director

## **JAR-FCL 2, Amendment 6, 1 February 2007**

*Please replace and insert the following pages included in this package as follows:*

Titlepage : (replace)  
ii : (replace)  
Cover : (2 pages)  
Contents : (pages C-1 to C-12)  
Foreword : (pages F-1 to F-2)  
Checklist : (pages CL-1 to CL-8 (complete chapter replacement))  
Preamble : (pages P-1 to P-22 (complete chapter replacement))

### **Section 1**

Replace – Subpart A (pages 1-A-1 to 1-A-44, complete chapter replacement)  
Replace – Subpart E (pages 1-E-1 to 1-E-10, complete chapter replacement)  
Replace – Subpart F (pages 1-F-1 to 1-F-28, complete chapter replacement)  
Replace – Subpart H (pages 1-H-1 to 1-H-22, complete chapter replacement)

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# **Joint Aviation Requirements**

**JAR–FCL 2**

**Flight Crew Licensing (Helicopter)**

# **Joint Aviation Requirements**

## **JAR–FCL 2**

### **Flight Crew Licensing (Helicopter)**

Amendment 6  
1 February 2007

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The members of the Joint Aviation Authorities Committee are representatives of the Civil Aviation Authorities of the countries and the European Aviation Safety Agency that have signed the 'Arrangements Concerning the Development and the Acceptance of Joint Aviation Requirements'. A list of these countries is kept by European Civil Aviation Conference, 3 bis Villa Emile Bergerat, 92522 NEUILLY SUR SEINE Cedex, France.\*

Applications for further copies of the Joint Aviation Requirements should be addressed to Global Engineering Documents, whose world wide offices are listed on the JAA website ([www.jaa.nl](http://www.jaa.nl)) and Global website ([www.global.ihs.com](http://www.global.ihs.com)).

For electronic versions of Joint Aviation Authorities Documents please refer to the website of Information Handling Services (IHS) on [www.ihsaviation.com](http://www.ihsaviation.com), where you will find information on how to order.

Enquiries regarding the contents should be addressed to the JAA Headquarters, Saturnusstraat 50, PO Box 3000, 2130 KA Hoofddorp, The Netherlands. (Fax. No. (31) (0) 23 5621714).

\*These countries are:–

Albania, Armenia, Austria, Belgium, Bosnia and Herzegovina, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, Former Yugoslav Republic of Macedonia, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Moldova, Monaco, Netherlands, Norway, Poland, Portugal, Romania, Serbia, Slovakia, Slovenia, Spain, Sweden, Switzerland, Turkey, Ukraine, and the United Kingdom.

**CONTENTS (general layout)**

**JAR-FCL 2**

**FLIGHT CREW LICENSING (HELICOPTER)**

**FOREWORD**

**CHECK LIST OF PAGES**

**PREAMBLE**

**SECTION 1 – REQUIREMENTS**

- SUBPART A – GENERAL REQUIREMENTS
- SUBPART B – STUDENT PILOT (Helicopter)
- SUBPART C – PRIVATE PILOT LICENCE (Helicopter) – PPL(H)
- SUBPART D – COMMERCIAL PILOT LICENCE (Helicopter) – CPL(H)
- SUBPART E – INSTRUMENT RATING (Helicopter) – IR(H)
- SUBPART F – TYPE RATINGS (Helicopter)
- SUBPART G – AIRLINE TRANSPORT PILOT LICENCE (Helicopter) – ATPL(H)
- SUBPART H – INSTRUCTOR RATINGS (Helicopter)
- SUBPART I – EXAMINERS (Helicopter)
- SUBPART J – THEORETICAL KNOWLEDGE REQUIREMENTS AND PROCEDURES  
FOR THE CONDUCT OF THEORETICAL KNOWLEDGE EXAMINATIONS  
FOR PROFESSIONAL PILOT LICENCES AND INSTRUMENT RATINGS

**SECTION 2 – ACCEPTABLE MEANS OF COMPLIANCE (AMC)/  
INTERPRETATIVE AND EXPLANATORY MATERIAL (IEM)**

- AMC/IEM A – GENERAL REQUIREMENTS
- AMC/IEM C – PRIVATE PILOT LICENCE
- AMC/IEM D – COMMERCIAL PILOT LICENCE
- AMC/IEM E – INSTRUMENT RATING
- AMC/IEM F – TYPE RATING
- AMC/IEM H – INSTRUCTOR RATINGS
- AMC/IEM I – EXAMINERS
- AMC/IEM J – THEORETICAL KNOWLEDGE REQUIREMENTS

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## CONTENTS (details)

## JAR-FCL 2

## FLIGHT CREW LICENSING (HELICOPTER)

<i>Paragraph</i>		<i>Page</i>
<b>SECTION 1 – REQUIREMENTS</b>		
General and Presentation		1–0–1
<b>SUBPART A – GENERAL REQUIREMENTS</b>		
JAR-FCL 2.001	Definitions and Abbreviations	1–A–1
JAR-FCL 2.005	Applicability	1–A–2
JAR-FCL 2.010	Basic Authority to act as a flight crew member	1–A–3
JAR-FCL 2.015	Acceptance of licences, ratings, authorisations, approvals or certificates	1–A–4
JAR-FCL 2.016	Credit given to a holder of a licence issued by a non-JAA Member State	1–A–5
JAR-FCL 2.017	Authorisations/Ratings for special purposes	1–A–5
JAR-FCL 2.020	Credit for military service	1–A–5
JAR-FCL 2.025	Validity of licences and ratings	1–A–5
JAR-FCL 2.026	Recent experience for pilots not operating in accordance with JAR-OPS 3	1–A–6
JAR-FCL 2.030	Arrangements for testing	1–A–6
JAR-FCL 2.035	Medical fitness	1–A–6
JAR-FCL 2.040	Decrease in medical fitness	1–A–7
JAR-FCL 2.045	Special circumstances	1–A–7
JAR-FCL 2.050	Crediting of flight time and theoretical knowledge	1–A–8
JAR-FCL 2.055	Training organisations and registered facilities	1–A–9
JAR-FCL 2.060	Curtailment of privileges of licence holders aged 60 years or more	1–A–9
(CZ)JAR-FCL 2.060	Curtailment of privileges of licence holders aged 60 years or more (Czech Republic)	1–A–9
(F)JAR-FCL 2.060	Curtailment of privileges of licence holders aged 60 years or more (France)	1–A–9
(I)JAR-FCL 2.060	Curtailment of privileges of licence holders aged 60 years or more (Italy)	1–A–9
JAR-FCL 2.065	State of licence issue	1–A–10
JAR-FCL 2.070	Normal residency	1–A–10
JAR-FCL 2.075	Format and specifications for flight crew licences	1–A–10
JAR-FCL 2.080	Recording of flight time	1–A–11
Appendix 1 to JAR-FCL 2.005	Minimum requirements for the issue of a JAR-FCL licence/authorisation on the basis of a national licence/authorisation issued in a JAA Member State	1–A–13

## JAR-FCL 2

### CONTENTS (continued)

<i>Paragraph</i>		<i>Page</i>
Appendix 1 to JAR-FCL 2.010	Requirements for proficiency in languages used for radio-telephony communications	1-A-17
Appendix 2 to JAR-FCL 2.010	Language Proficiency Rating Scale	1-A-18
Appendix 1 to JAR-FCL 2.015	Minimum requirements for the validation of pilot licences of non-JAA States	1-A-19
Appendix 2 to JAR-FCL 2.015	Conversion of a PPL(H) issued by a non-JAA Member State to a JAR-FCL PPL(H)	1-A-21
Appendix 3 to JAR-FCL 2.015	Validation of pilot licences of non-JAA States for specific tasks of finite duration	1-A-22
Appendix 1 to JAR-FCL 2.050	Crediting of theoretical knowledge – Bridge instruction and examination syllabus	1-A-23
Appendix 2 to JAR-FCL 2.050	Crediting of theoretical knowledge for the issue of a CPL(H) – Bridge instruction and examination requirements	1-A-24
Appendix 3 to JAR-FCL 2.050	Crediting of theoretical knowledge for the issue of a ATPL(H) – Bridge instruction and examination requirements	1-A-26
Appendix 4 to JAR-FCL 2.050	Crediting of theoretical knowledge for the issue of a CPL(H), an IR(H) or an ATPL(H)	1-A-28
Appendix 1a to JAR-FCL 2.055	Flying Training Organisations for pilot licences and ratings	1-A-29
Appendix 1b to JAR-FCL 2.055	Partial Training outside JAA Member States	1-A-34
Appendix 1c to JAR-FCL 2.055	Additional Requirements for training in FTOs whose principal place of business and registered office are located outside the JAA States	1-A-35
Appendix 2 to JAR-FCL 2.055	Type Rating Training Organisations for the issue of type ratings only to pilot licence holders	1-A-37
Appendix 3 to JAR-FCL 2.055	Approval of Modular Theoretical Knowledge Distance Learning Courses	1-A-40
Appendix 1 to JAR-FCL 2.075	Specifications for flight crew licences	1-A-41

### **SUBPART B – STUDENT PILOT (Helicopter)**

JAR-FCL 2.085	Requirements	1-B-1
JAR-FCL 2.090	Minimum age	1-B-1
JAR-FCL 2.095	Medical fitness	1-B-1

### **SUBPART C – PRIVATE PILOT LICENCE (Helicopter) – PPL(H)**

JAR-FCL 2.100	Minimum age	1-C-1
JAR-FCL 2.105	Medical fitness	1-C-1
JAR-FCL 2.110	Privileges and conditions	1-C-1
JAR-FCL 2.115	Intentionally left blank	1-C-1
JAR-FCL 2.120	Experience and crediting	1-C-1
JAR-FCL 2.125	Training course	1-C-1
JAR-FCL 2.130	Theoretical knowledge examination	1-C-2

## CONTENTS (continued)

<i>Paragraph</i>		<i>Page</i>
JAR-FCL 2.135	Skill	1-C-2
Appendix 1 to JAR-FCL 2.125	PPL(H) training course – Summary	1-C-3
Appendix 2 to JAR-FCL 2.125	Registration of facilities for PPL instruction	1-C-5
Appendix 3 to JAR-FCL 2.125	Contents of an application form for registration of a facility for PPL instruction	1-C-6
Appendix 4 to JAR-FCL 2.125	PPL(H) Night Qualification Course	1-C-7
Appendix 1 to JAR-FCL 2.130 & 2.135	Theoretical knowledge examination and skill test for the PPL(H)	1-C-9
Appendix 2 to JAR-FCL 2.135	Contents of the skill test for the issue of a PPL(H)	1-C-12

**SUBPART D – COMMERCIAL PILOT LICENCE (Helicopter) – CPL(H)**

JAR-FCL 2.140	Minimum age	1-D-1
JAR-FCL 2.145	Medical fitness	1-D-1
JAR-FCL 2.150	Privileges and conditions	1-D-1
JAR-FCL 2.155	Experience and crediting	1-D-1
JAR-FCL 2.160	Theoretical knowledge	1-D-2
JAR-FCL 2.165	Flight instruction	1-D-2
JAR-FCL 2.170	Skill	1-D-2
Appendix 1 to JAR-FCL 2.160 & 2.165(a)(1)	ATP(H) integrated course	1-D-3
Appendix 1 to JAR-FCL 2.160 & 2.165(a)(2)	ATPL(H) integrated course. (No Instrument Rating)]	1-D-6
Appendix 1 to JAR-FCL 2.160 & 2.165(a)(3)	CPL(H)/IR integrated course	1-D-9
Appendix 1 to JAR-FCL 2.160 & 2.165(a)(4)	CPL(H) integrated course	1-D-12
Appendix 1 to JAR-FCL 2.160 & 2.165(a)(5)	CPL(H) modular course	1-D-15
Appendix 1 to JAR-FCL 2.170	Skill test for the issue of a CPL(H)	1-D-17
Appendix 2 to JAR-FCL 2.170	Content of the skill test for the issue of a CPL(H)	1-D-19

**SUBPART E – INSTRUMENT RATING (Helicopter) – IR(H)**

JAR-FCL 2.174	Medical fitness	1-E-1
JAR-FCL 2.175	Circumstances in which an IR(H) is required	1-E-1
JAR-FCL 2.180	Privileges and conditions	1-E-1
JAR-FCL 2.185	Validity, revalidation and renewal	1-E-1
JAR-FCL 2.190	Experience	1-E-1

## JAR-FCL 2

### CONTENTS (continued)

<i>Paragraph</i>		<i>Page</i>
JAR-FCL 2.195	Theoretical knowledge	1-E-1
JAR-FCL 2.200	Use of English language	1-E-2
JAR-FCL 2.205	Flight instruction	1-E-2
JAR-FCL 2.210	Skill	1-E-2
Appendix 1 to JAR-FCL 2.200	IR(H) – Use of English language	1-E-3
Appendix 1 to JAR-FCL 2.205	IR(H) – Modular flying training course	1-E-4
Appendix 1 to JAR-FCL 2.210	IR(H) – Skill test	1-E-6
Appendix 2 to JAR-FCL 2.210	Contents of the skill test for the issue of an IR(H)	1-E-8

### **SUBPART F – TYPE RATINGS (Helicopter)**

JAR-FCL 2.215	Intentionally blank	1-F-1
JAR-FCL 2.220	Type ratings (H)	1-F-1
JAR-FCL 2.225	Circumstances in which type ratings are required	1-F-1
JAR-FCL 2.230	Special authorisation of type ratings	1-F-1
JAR-FCL 2.235	Type ratings – Privileges, number and variants	1-F-1
JAR-FCL 2.240	Type ratings – Requirements	1-F-1
JAR-FCL 2.245	Type rating – Validity, revalidation and renewal	1-F-2
JAR-FCL 2.246	Instrument Rating, revalidation and renewal	1-F-3
JAR-FCL 2.250	Type rating, multi-pilot – Conditions	1-F-4
JAR-FCL 2.255	Type rating, single-pilot – Conditions	1-F-4
JAR-FCL 2.260	Intentionally blank	1-F-5
JAR-FCL 2.261	Type ratings – Knowledge and flight instruction	1-F-5
JAR-FCL 2.262	Type ratings – Skill	1-F-6
Appendix 1 to JAR-FCL 2.220	List of type of helicopter	1-F-7
Appendix 1 to JAR-FCL 2.240 & 2.295	Skill test and proficiency check for helicopter type ratings and ATPL	1-F-8
Appendix 2 to JAR-FCL 2.240 & 2.295	Contents of the skill test and proficiency check for multi-pilot helicopter type rating and ATPL, including proficiency checks for the instrument rating.	1-F-12
Appendix 3 to JAR-FCL 2.240	Contents of the type rating/training/skill test and proficiency check for single-engine and multi-engine single-pilot helicopters and the addendum to the PPL and the CPL skill test in multi-engine single-pilot helicopters	1-F-17
Appendix 4 to JAR-FCL 2.240	Additional authorisation on a type rating for instrument approaches down to a decision height of less than 60m (200 ft) (CAT II/III)	1-F-22
Appendix 1 to JAR-FCL 2.245(b)(3)	Cross-Crediting of Proficiency Checks for revalidation of type ratings	1-F-23

## CONTENTS (continued)

<i>Paragraph</i>		<i>Page</i>
Appendix 1 to JAR-FCL 2.255	Contents of the approved pre-entry course for the purpose of a first type rating for a multi-engine helicopter	1–F–24
Appendix 1 to JAR-FCL 2.261(a)	Theoretical knowledge instruction requirements for skill test/proficiency checking for type ratings	1–F–25
Appendix 1 to JAR-FCL 2.261(b)	Flight Instruction and Skill Test	1–F–26
Appendix 1 to JAR-FCL 2.261(d)	Multi-crew co-operation course (Helicopter)	1–F–28

**SUBPART G – AIRLINE TRANSPORT PILOT LICENCE (Helicopter) – ATPL(H)**

JAR-FCL 2.265	Minimum age	1–G–1
JAR-FCL 2.270	Medical fitness	1–G–1
JAR-FCL 2.275	Privileges and conditions	1–G–1
JAR-FCL 2.280	Experience and crediting	1–G–1
JAR-FCL 2.285	Theoretical knowledge	1–G–1
JAR-FCL 2.290	Flight instruction	1–G–2
JAR-FCL 2.295	Skill	1–G–2
Appendix 1 to JAR-FCL 2.285	ATPL(H) – Modular theoretical knowledge course	1–G–3

**SUBPART H – INSTRUCTOR RATINGS (Helicopter)**

JAR-FCL 2.300	Instructor Ratings & Authorisation – Purpose	1–H–1
JAR-FCL 2.305	Instructor – General	1–H–1
JAR-FCL 2.310	Instructor Ratings and Authorisations – General	1–H–1
JAR-FCL 2.315	Instructor Ratings and Authorisations – Period of validity	1–H–2
JAR-FCL 2.320A	(FI(H)) – Pre Requisite Requirements	1–H–2
JAR-FCL 2.320B	(FI(H)) – Restricted Privileges	1–H–2
JAR-FCL 2.320C	(FI(H)) – Privileges & Requirements	1–H–3
JAR-FCL 2.320D	(FI(H)) – Course	1–H–3
JAR-FCL 2.320E	(FI(H)) – Skill Test	1–H–4
JAR-FCL 2.320F	(FI(H)) – Rating issue	1–H–4
JAR-FCL 2.320G	(FI(H)) – Revalidation & Renewal	1–H–4
JAR-FCL 2.330A	TRI(H) – Privileges	1–H–4
JAR-FCL 2.330B	TRI(H) – Pre-requisites & Requirements	1–H–5
JAR-FCL 2.330C	TRI(H) – Course	1–H–5
JAR-FCL 2.330D	TRI(H) – Assessment of Competence	1–H–5
JAR-FCL 2.330E	TRI(H) – Rating issue	1–H–5
JAR-FCL 2.330F	TRI(H) – Revalidation & Renewal	1–H–6
JAR-FCL 2.340A	IRI(H) – Privileges	1–H–6
JAR-FCL 2.340B	IRI(H) – Pre-requisites & Requirements	1–H–6
JAR-FCL 2.340C	IRI(H) – Course	1–H–6
JAR-FCL 2.340D	IRI(H) – Skill Test	1–H–7



## JAR-FCL 2

### CONTENTS (continued)

<i>Paragraph</i>		<i>Page</i>
JAR-FCL 2.340E	IRI(H)) – Rating issue	1–H–7
JAR-FCL 2.340F	IRI(H)) – Revalidation & Renewal	1–H–7
JAR-FCL 2.350A	SFI(H) – Privileges	1–H–7
JAR-FCL 2.350B	SFI(H)) – Pre-requisites & Requirements	1–H–7
JAR-FCL 2.350C	SFI(H)) – Course	1–H–8
JAR-FCL 2.350D	SFI(H)) – Assessment of Competence	1–H–8
JAR-FCL 2.350E	SFI(H)) – Authorisation Issue	1–H–8
JAR-FCL 2.350F	SFI(H)) – Revalidation & Renewal	1–H–8
JAR-FCL 2.360A	FI(H) – Privileges	1–H–9
JAR-FCL 2.360B	FI(H)) – Requirements	1–H–9
JAR-FCL 2.360C	FI(H)) – Course	1–H–9
JAR-FCL 2.360D	FI(H)) – Assessment of Competence	1–H–9
JAR-FCL 2.360E	FI(H)) – Authorisation Issue	1–H–9
JAR-FCL 2.360F	FI(H)) – Revalidation & Renewal	1–H–10
JAR-FCL 2.375	Intentionally blank	1–H–10
JAR-FCL 2.380	Intentionally blank	1–H–10
JAR-FCL 2.385	Intentionally blank	1–H–10
Appendix 1 to JAR-FCL 2.305	Requirements for a specific authorisation for instructors not holding a JAR-FCL licence to instruct in a FTO or TRTO outside JAA member States	1–H–11
Appendix 1 to JAR-FCL 2.320D	Flight Instructor rating (Helicopter) (FI(H)) course	1–H–13
Appendix 1 to JAR-FCL 2.3[ ] [20E] & 2.345	Arrangements for the flight instructor rating (FI(H)) skill test, oral theoretical knowledge examination and proficiency check	1–H–14
Appendix 2 to JAR-FCL 2.3[ ] [20E] & 2.345	Contents of the flight instructor rating (FI(H)) skill test, oral theoretical knowledge examination and proficiency check	1–H–16
Appendix 1 to JAR-FCL 2.330C	Course for the type rating instructor (helicopter) for, as applicable, single- or multi-pilot helicopters certificated for VFR or IFR operation (TRI(H))	1–H–19
Appendix 1 to JAR-FCL 2.340C	Course for the Instrument Rating Instructor (Helicopter) IRI(H)	1–H–21

### **SUBPART I – EXAMINERS (Helicopter)**

JAR-FCL 2.420	Examiners – Purposes	1–I–1
JAR-FCL 2.425	Examiners – General	1–I–1
JAR-FCL 2.430	Examiners – Period of validity	1–I–2
JAR-FCL 2.435	FE(H) – Privileges	1–I–2
JAR-FCL 2.439	TRE(H) – Pre-requisites	1–I–2
JAR-FCL 2.440	TRE(H)) – Privileges	1–I–3
JAR-FCL 2.442	TRE(H) – Authorisation	1–I–3

## CONTENTS (continued)

<i>Paragraph</i>		<i>Page</i>
JAR-FCL 2.445	IRE(H) – Pre-requisites	1-I-3
JAR-FCL 2.450	IRE(H) – Privileges	1-I-3
JAR-FCL 2.455	SFE(H)) – Privileges	1-I-3
JAR-FCL 2.457	SFE(H) – Authorisation	1-I-3
JAR-FCL 2.459	SFE(H) – Pre-requisites	1-I-4
JAR-FCL 2.460	FIE(H)) – Privileges	1-I-4
JAR-FCL 2.461	FIE(H) – Authorisation	1-I-4
Appendix 1 to JAR-FCL 2.425	Standardisation arrangements for examiners	1-I-5

**SUBPART J – THEORETICAL KNOWLEDGE REQUIREMENTS AND PROCEDURES FOR THE  
CONDUCT OF THEORETICAL KNOWLEDGE EXAMINATIONS FOR PROFESSIONAL PILOT  
LICENCES AND INSTRUMENT RATINGS**

JAR-FCL 2.465	Requirements	1-J-1
JAR-FCL 2.470	Contents of theoretical knowledge examinations	1-J-1
JAR-FCL 2.475	Questions	1-J-1
JAR-FCL 2.480	Examination procedure	1-J-1
JAR-FCL 2.485	Responsibilities of the applicant	1-J-2
JAR-FCL 2.490	Pass standards	1-J-2
JAR-FCL 2.495	Acceptance period	1-J-2
Appendix 1 to JAR-FCL 2.470	Theoretical Knowledge Syllabus-- ATPL/IR, ATPL, CPL and IR	1-J-3

INTENTIONALLY LEFT BLANK

## JAR-FCL 2

### CONTENTS (continued)

<i>Paragraph</i>		<i>Page</i>
<b>SECTION 2 – ACCEPTABLE MEANS OF COMPLIANCE (AMC)/ INTERPRETATIVE AND EXPLANATORY MATERIAL (IEM)</b>		
<b>2–0–1</b>		
<b>AMC/IEM A – GENERAL REQUIREMENTS</b>		
IEM FCL 2.001	Abbreviations	2–A–1
AMC FCL 2.005 & 2.015	Knowledge requirements for the issue of a JAR-FCL licence on the basis of a national licence issued in a JAA Member State or for the validation of pilot licences of non-JAA States	2–A–3
IEM FCL 2.010	Language Proficiency assessment guide	2–A–10
IEM FCL 2.025	Validity of medical certificates	2–A–11
IEM FCL 2.035	Carriage of safety pilots	2–A–12
AMC FCL 2.055	Quality system for FTO/TRTOs	2–A–14
AMC FCL 2.055(d)	Approval of Modular Theoretical Knowledge Distance learning Courses	2–A–15
AMC No. 1 to JAR-FCL 2.010	Language Proficiency Rating Scale	2–A–16
AMC No. 2 to JAR-FCL 2.010	Language Proficiency Assessment	2–A–19
IEM No. 1 to JAR-FCL 2.055	Quality system for FTO/TRTOs	2–A–22
IEM No. 2 to JAR-FCL 2.055	Financial Evaluation of Flying Training Organisations (FTOs) / Type Rating Training Organisations (TRTOs)	2–A–29
IEM No. 3 to JAR-FCL 2.055	Flying Training Organisations for pilot licences and ratings	2–A–30
IEM No. 4 to JAR-FCL 2.055	Overview of Synthetic Flight Training Credits for Dual Instruction in Helicopter Flying Training Courses	2–A–34
IEM FCL 2.080	Recording of flight time	2–A–36
<b>AMC/IEM C – PRIVATE PILOT LICENCE</b>		
AMC FCL 2.125	Syllabus of theoretical knowledge and flight instruction for the private pilot licence (helicopter) – PPL(H)	2–C–1
IEM FCL 2.135	PPL(H) skill test form	2–C–28
<b>AMC/IEM D – COMMERCIAL PILOT LICENCE</b>		
AMC FCL 2.160 & 2.165(a)(1)	ATP(H) integrated course	2–D–1
AMC FCL 2.160 & 2.165(a)(2)	ATPL(H) integrated course (No Instrument Rating)	2–D–3
AMC FCL 2.160 & 2.165(a)(3)	CPL(H) integrated course	2–D–5

## CONTENTS (continued)

<i>Paragraph</i>		<i>Page</i>
AMC FCL 2.160 & 2.165(a)(4)	CPL(H) integrated course	2-D-7
AMC FCL 2.160 & 2.165(a)(5)	CPL(H) modular course	2-D-9
IEM FCL 2.170	CPL(H) skill test form	2-D-11

**AMC/IEM E – INSTRUMENT RATING**

IEM FCL 2.210	IR(H) skill test and proficiency check form	2-E-1
---------------	---	-------

**AMC/IEM F – TYPE RATING**

IEM FCL 2.240(b)(1)	ATPL/type rating/training/skill test and proficiency check on multi-pilot helicopters	2-F-1
IEM FCL 2.240(b)(2)	Type rating/training/skill test and proficiency check on single-engine and multi-engine single-pilot helicopters and the addendum to the PPL and the CPL skill test in multi-engine single-pilot helicopters	2-F-2
AMC FCL 2.261(a)	Syllabus of theoretical instruction for type ratings for single and multi-engine helicopters	2-F-3
AMC FCL 2.261(c)(2)	Guidelines for Approval of a Helicopter Type Rating Course	2-F-8
AMC FCL 2.261(d)	Multi-crew co-operation course (helicopter)	2-F-10
Appendix 1 to AMC FCL 2.261(d)	Multi-crew co-operation course (helicopter) – Certificate of completion of MCC training	2-F-13

**AMC/IEM H – INSTRUCTOR RATINGS**

IEM FCL 2.320E	Flight instructor rating (helicopter) (FI(H)) – Skill test form	2-H-1
AMC FCL 2.320D	Flight instructor rating (helicopter) (FI(H)) course	2-H-4
IEM FCL 2.3520G	Flight instructor rating (helicopter) (FI(H)) – Revalidation and renewal form	2-H-24
AMC FCL 2.320(a)(2)	Instructor Refresher Seminar	2-H-26
AMC FCL 2.340C	Course for the instrument rating instructor rating (helicopter) (IRI(H))	2-H-28

**AMC/IEM I – EXAMINERS**

AMC FCL 2.425	Standardisation arrangements for examiners	2-I-1
IEM FCL 2.425	Notes for guidance and training of type rating examiners (TREs)	2-I-5

**AMC/IEM J – THEORETICAL KNOWLEDGE REQUIREMENTS**

IEM FCL 2.475(a)	Construction of computer compatible questions	2-J-1
IEM FCL 2.475(b)	Common abbreviations to be used for the European CQB	2-J-3
AMC FCL 2.480	Distribution of examination questions	2-J-10

## JAR-FCL 2

### CONTENTS (continued)

<i>Paragraph</i>		<i>Page</i>
IEM FCL 2.490	Terminology used in Subpart J for procedures for the Conduct of Theoretical Knowledge Examinations	2-J-16

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## FOREWORD

- 1 European aviation systems had developed in the past with great variations in structures and details. Therefore, it was necessary to write harmonised requirements.

The Civil Aviation Authorities of certain European States have agreed common comprehensive and detailed aviation requirements, referred to as the Joint Aviation Requirements (JAR), with a view to minimising type certification problems on joint ventures, to facilitate the export and import of aviation products, to make it easier for maintenance carried out in one European State to be accepted by the Civil Aviation Authority in another European State and to regulate commercial air transport operations, and for the issuance and maintenance of pilot licences.

Joint Aviation Requirements for Flight Crew Licensing (JAR-FCL) are being developed for aeroplane and helicopter of pilot licences to permit use of licences and ratings without further formality in any of the participating States.

- 2 ICAO Annex 1 has been selected to provide the basic structure of JAR-FCL, the JAR for licensing, but with additional sub-division where considered appropriate. The content of Annex 1 has been used and added to where necessary by making use of existing European regulations.
- 3 JAR-FCL has initially been issued with no National Variants. National variants have been declared to JAR-FCL 1.060 and are mentioned in Appendix 1 to JAR-FCL 1.060.

It may be felt that the document does not contain all of the detailed compliance and interpretative information which some Civil Aviation Authorities and Industry organisation would like to see. However, it has been accepted that JAR-FCL should be applied in practice and the lessons learned embodied in future amendments. The Civil Aviation Authorities of the JAA are therefore committed to early amendment in the light of experience. During the transition period from adoption to full implementation it was acknowledged that some amendment was necessary. The preliminary result of this maturity process is reflected in this Amendment 6 version. The present version of JAR-FCL contains the adopted text of NPA-FCL 5, 7, 10, 14, 16, 19, [25, 26,] 29, 30 [and 32] [ ].

- 4 Future development of the requirements of JAR-FCL, including the commitment in Paragraph 3, will be in accordance with the JAA's Notice of Proposed Amendment (NPA) procedures. These procedures allow for the amendment of JAR-FCL to be proposed by the Civil Aviation Authority of any of the participating countries and by any organisation represented on the Interested Party Advisory Panel (IPAP). [It should be noted that, from the 1<sup>st</sup> of December 2007 the technical note of rulemaking will be conducted by the European Aviation Safety Agency on behalf of the JAA under the arrangement made for the sharing of tasks and responsibilities between these two organisations.]
- 5 The Civil Aviation Authorities have agreed they should not unilaterally initiate amendment of their national codes without having made a proposal for amendment of JAR-FCL in accordance with the agreed procedure.
- 6 Definitions and abbreviations of terms used in JAR-FCL that are considered generally applicable are contained in JAR-1, Definitions and Abbreviations. However, definitions and abbreviations of terms used in JAR-FCL that are specific to JAR-FCL are given in JAR-FCL 2.001 and IEM FCL 2.001.
- 7 Amendments to the text in JAR-FCL are issued as amendment pages containing revised paragraphs, following NPA adoption.
- 8 New, amended and corrected text will be enclosed within heavy brackets until a subsequent 'Amendment' is issued.

FOREWORD (continued)

- 9 JAR-FCL Part 1 contains requirements for Aeroplane pilots.  
JAR-FCL Part 2 contains requirements for Helicopter pilots.  
JAR-FCL Part 3 contains Medical requirements.  
JAR-FCL Part 4 contains requirements for Flight Engineers
- 10 The editing practices used in this document are as follows:
  - (a) 'Shall' is used to indicate a mandatory requirement and may appear in JARs.
  - (b) 'Should' is used to indicate a recommendation and normally appears in AMCs and IEMs.
  - (c) 'May' is used to indicate discretion by the Authority, the industry or the applicant, as appropriate.
  - (d) 'Will' indicates a mandatory requirement and is used to advise pilots of action incumbent on the Authority.
- 11 When 'commercial air transportation' is referred to in JAR-FCL, the corresponding requirements are prescribed in JAR-OPS 1 and 3.
- 12 Following amended paragraphs, a summary of the amendments made to the paragraph is indicated in square brackets. This text has no regulatory status.

NOTE: The use of the male gender implies the female gender and vice vers

## JOINT AVIATION REQUIREMENTS

## CHECK LIST OF PAGES

## JAR-FCL 2 FLIGHT CREW LICENSING (HELICOPTER)

AMENDMENT 6 DATED 01.02.07

The following pages of JAR-FCL 2 are now current:

<i>Page No</i>	<i>Legend</i>	
Title Page	Amendment 6	01.02.07
ii	Amendment 6	01.02.07
C-1	Amendment 6	01.02.07
C-2	Amendment 6	01.02.07
C-3	Amendment 6	01.02.07
C-4	Amendment 6	01.02.07
C-5	Amendment 6	01.02.07
C-6	Amendment 6	01.02.07
C-7	Amendment 6	01.02.07
C-8	Amendment 6	01.02.07
C-9	Amendment 6	01.02.07
C-10	Amendment 6	01.02.07
C-11	Amendment 6	01.02.07
C-12	Amendment 6	01.02.07
F-1	Amendment 6	01.02.07
F-2	Amendment 6	01.02.07
CL-1	Amendment 6	01.02.07
CL-2	Amendment 6	01.02.07
CL-3	Amendment 6	01.02.07
CL-4	Amendment 6	01.02.07
CL-5	Amendment 6	01.02.07
CL-6	Amendment 6	01.02.07
CL-7	Amendment 6	01.02.07
CL-8	Amendment 6	01.02.07
P-1	Amendment 6	01.02.07
P-2	Amendment 6	01.02.07
P-3	Amendment 6	01.02.07
P-4	Amendment 6	01.02.07
P-5	Amendment 6	01.02.07
P-6	Amendment 6	01.02.07
P-7	Amendment 6	01.02.07
P-8	Amendment 6	01.02.07
P-9	Amendment 6	01.02.07
P-10	Amendment 6	01.02.07
P-11	Amendment 6	01.02.07
P-12	Amendment 6	01.02.07
P-13	Amendment 6	01.02.07
P-14	Amendment 6	01.02.07
P-15	Amendment 6	01.02.07



## JAR-FCL 2

### CHECK LIST OF PAGES (continued)

<i>Page No</i>	<i>Legend</i>	
P-16	Amendment 6	01.02.07
P-17	Amendment 6	01.02.07
P-18	Amendment 6	01.02.07
P-19	Amendment 6	01.02.07
P-20	Amendment 6	01.02.07
[P-21	Amendment 6	01.02.07]
[P-22	Amendment 6	01.02.07]
1-0-1	Amendment 1	01.12.00
1-0-2	Amendment 1	01.12.00
1-A-1	Amendment 6	01.02.07
1-A-2	Amendment 6	01.02.07
1-A-3	Amendment 6	01.02.07
1-A-4	Amendment 6	01.02.07
1-A-5	Amendment 6	01.02.07
1-A-6	Amendment 6	01.02.07
1-A-7	Amendment 6	01.02.07
1-A-8	Amendment 6	01.02.07
1-A-9	Amendment 6	01.02.07
1-A-10	Amendment 6	01.02.07
1-A-11	Amendment 6	01.02.07
1-A-12	Amendment 6	01.02.07
1-A-13	Amendment 6	01.02.07
1-A-14	Amendment 6	01.02.07
1-A-15	Amendment 6	01.02.07
1-A-16	Amendment 6	01.02.07
1-A-17	Amendment 6	01.02.07
1-A-18	Amendment 6	01.02.07
1-A-19	Amendment 6	01.02.07
1-A-20	Amendment 6	01.02.07
1-A-21	Amendment 6	01.02.07
1-A-22	Amendment 6	01.02.07
1-A-23	Amendment 6	01.02.07
1-A-24	Amendment 6	01.02.07
1-A-25	Amendment 6	01.02.07
1-A-26	Amendment 6	01.02.07
1-A-27	Amendment 6	01.02.07
1-A-28	Amendment 6	01.02.07
1-A-29	Amendment 6	01.02.07
1-A-30	Amendment 6	01.02.07
1-A-31	Amendment 6	01.02.07
1-A-32	Amendment 6	01.02.07
1-A-33	Amendment 6	01.02.07
1-A-34	Amendment 6	01.02.07
1-A-35	Amendment 6	01.02.07
1-A-36	Amendment 6	01.02.07
1-A-37	Amendment 6	01.02.07
1-A-38	Amendment 6	01.02.07
1-A-39	Amendment 6	01.02.07
1-A-40	Amendment 6	01.02.07
1-A-41	Amendment 6	01.02.07

## CHECK LIST OF PAGES (continued)

<i>Page No</i>	<i>Legend</i>	
1-A-42	Amendment 6	01.02.07
1-A-43	Amendment 6	01.02.07
1-A-44	Amendment 6	01.02.07
1-B-1	Amendment 1	01.12.00
1-B-2	Amendment 1	01.12.00
1-C-1	Amendment 5	01.12.06
1-C-2	Amendment 5	01.12.06
1-C-3	Amendment 5	01.12.06
1-C-4	Amendment 5	01.12.06
1-C-5	Amendment 5	01.12.06
1-C-6	Amendment 5	01.12.06
1-C-7	Amendment 5	01.12.06
1-C-8	Amendment 5	01.12.06
1-C-9	Amendment 5	01.12.06
1-C-10	Amendment 5	01.12.06
1-C-11	Amendment 5	01.12.06
1-C-12	Amendment 5	01.12.06
1-C-13	Amendment 5	01.12.06
1-C-14	Amendment 5	01.12.06
1-D-1	Amendment 5	01.12.06
1-D-2	Amendment 5	01.12.06
1-D-3	Amendment 5	01.12.06
1-D-4	Amendment 5	01.12.06
1-D-5	Amendment 5	01.12.06
1-D-6	Amendment 5	01.12.06
1-D-7	Amendment 5	01.12.06
1-D-8	Amendment 5	01.12.06
1-D-9	Amendment 5	01.12.06
1-D-10	Amendment 5	01.12.06
1-D-11	Amendment 5	01.12.06
1-D-12	Amendment 5	01.12.06
1-D-13	Amendment 5	01.12.06
1-D-14	Amendment 5	01.12.06
1-D-15	Amendment 5	01.12.06
1-D-16	Amendment 5	01.12.06
1-D-17	Amendment 5	01.12.06
1-D-18	Amendment 5	01.12.06
1-D-19	Amendment 5	01.12.06
1-D-20	Amendment 5	01.12.06
1-E-1	Amendment 6	01.02.07
1-E-2	Amendment 6	01.02.07
1-E-3	Amendment 6	01.02.07
1-E-4	Amendment 6	01.02.07
1-E-5	Amendment 6	01.02.07
1-E-6	Amendment 6	01.02.07
1-E-7	Amendment 6	01.02.07
1-E-8	Amendment 6	01.02.07
1-E-9	Amendment 6	01.02.07
1-E-10	Amendment 6	01.02.07

## JAR-FCL 2

### CHECK LIST OF PAGES (continued)

*Page No*

*Legend*

1-F-1	Amendment 6	01.02.07
1-F-2	Amendment 6	01.02.07
1-F-3	Amendment 6	01.02.07
1-F-4	Amendment 6	01.02.07
1-F-5	Amendment 6	01.02.07
1-F-6	Amendment 6	01.02.07
1-F-7	Amendment 6	01.02.07
1-F-8	Amendment 6	01.02.07
1-F-9	Amendment 6	01.02.07
1-F-10	Amendment 6	01.02.07
1-F-11	Amendment 6	01.02.07
1-F-12	Amendment 6	01.02.07
1-F-13	Amendment 6	01.02.07
1-F-14	Amendment 6	01.02.07
1-F-15	Amendment 6	01.02.07
1-F-16	Amendment 6	01.02.07
1-F-17	Amendment 6	01.02.07
1-F-18	Amendment 6	01.02.07
1-F-19	Amendment 6	01.02.07
1-F-20	Amendment 6	01.02.07
1-F-21	Amendment 6	01.02.07
1-F-22	Amendment 6	01.02.07
1-F-23	Amendment 6	01.02.07
1-F-24	Amendment 6	01.02.07
1-F-25	Amendment 6	01.02.07
1-F-26	Amendment 6	01.02.07
1-F-27	Amendment 6	01.02.07
1-F-28	Amendment 6	01.02.07
1-G-1	Amendment 5	01.12.06
1-G-2	Amendment 5	01.12.06
1-G-3	Amendment 5	01.12.06
1-G-4	Amendment 5	01.12.06
1-H-1	Amendment 6	01.02.07
1-H-2	Amendment 6	01.02.07
1-H-3	Amendment 6	01.02.07
1-H-4	Amendment 6	01.02.07
1-H-5	Amendment 6	01.02.07
1-H-6	Amendment 6	01.02.07
1-H-7	Amendment 6	01.02.07
1-H-8	Amendment 6	01.02.07
1-H-9	Amendment 6	01.02.07
1-H-10	Amendment 6	01.02.07
1-H-11	Amendment 6	01.02.07
1-H-12	Amendment 6	01.02.07
1-H-13	Amendment 6	01.02.07
1-H-14	Amendment 6	01.02.07
1-H-15	Amendment 6	01.02.07
1-H-16	Amendment 6	01.02.07
1-H-17	Amendment 6	01.02.07
1-H-18	Amendment 6	01.02.07
1-H-19	Amendment 6	01.02.07

## CHECK LIST OF PAGES (continued)

<i>Page No</i>	<i>Legend</i>	
1-H-20	Amendment 6	01.02.07
1-H-21	Amendment 6	01.02.07
1-H-22	Amendment 6	01.02.07
[ ]		
1-I-1	Amendment 4	01.08.06
1-I-2	Amendment 4	01.08.06
1-I-3	Amendment 4	01.08.06
1-I-4	Amendment 4	01.08.06
1-I-5	Amendment 4	01.08.06
1-I-6	Amendment 4	01.08.06
1-J-1	Amendment 4	01.08.06
1-J-2	Amendment 4	01.08.06
1-J-3	Amendment 4	01.08.06
1-J-4	Amendment 4	01.08.06
1-J-5	Amendment 4	01.08.06
1-J-6	Amendment 4	01.08.06
1-J-7	Amendment 4	01.08.06
1-J-8	Amendment 4	01.08.06
1-J-9	Amendment 4	01.08.06
1-J-10	Amendment 4	01.08.06
2-0-1	Amendment 1	01.12.00
2-0-2	Amendment 1	01.12.00
2-A-1	Amendment 5	01.12.06
2-A-2	Amendment 5	01.12.06
2-A-3	Amendment 5	01.12.06
2-A-4	Amendment 5	01.12.06
2-A-5	Amendment 5	01.12.06
2-A-6	Amendment 5	01.12.06
2-A-7	Amendment 5	01.12.06
2-A-8	Amendment 5	01.12.06
2-A-9	Amendment 5	01.12.06
2-A-10	Amendment 5	01.12.06
2-A-11	Amendment 5	01.12.06
2-A-12	Amendment 5	01.12.06
2-A-13	Amendment 5	01.12.06
2-A-14	Amendment 5	01.12.06
2-A-15	Amendment 5	01.12.06
2-A-16	Amendment 5	01.12.06
2-A-17	Amendment 5	01.12.06
2-A-18	Amendment 5	01.12.06
2-A-19	Amendment 5	01.12.06
2-A-20	Amendment 5	01.12.06
2-A-21	Amendment 5	01.12.06
2-A-22	Amendment 5	01.12.06
2-A-23	Amendment 5	01.12.06
2-A-24	Amendment 5	01.12.06
2-A-25	Amendment 5	01.12.06
2-A-26	Amendment 5	01.12.06
2-A-27	Amendment 5	01.12.06

## JAR-FCL 2

### CHECK LIST OF PAGES (continued)

<i>Page No</i>	<i>Legend</i>	
2-A-28	Amendment 5	01.12.06
2-A-29	Amendment 5	01.12.06
2-A-30	Amendment 5	01.12.06
2-A-31	Amendment 5	01.12.06
2-A-32	Amendment 5	01.12.06
2-A-33	Amendment 5	01.12.06
2-A-34	Amendment 5	01.12.06
2-A-35	Amendment 5	01.12.06
2-A-36	Amendment 5	01.12.06
2-A-37	Amendment 5	01.12.06
2-A-38	Amendment 5	01.12.06
2-A-39	Amendment 5	01.12.06
2-A-40	Amendment 5	01.12.06
2-A-41	Amendment 5	01.12.06
2-A-42	Amendment 5	01.12.06
2-C-1	Amendment 4	01.08.06
2-C-2	Amendment 4	01.08.06
2-C-3	Amendment 4	01.08.06
2-C-4	Amendment 4	01.08.06
2-C-5	Amendment 4	01.08.06
2-C-6	Amendment 4	01.08.06
2-C-7	Amendment 4	01.08.06
2-C-8	Amendment 4	01.08.06
2-C-9	Amendment 4	01.08.06
2-C-10	Amendment 4	01.08.06
2-C-11	Amendment 4	01.08.06
2-C-12	Amendment 4	01.08.06
2-C-13	Amendment 4	01.08.06
2-C-14	Amendment 4	01.08.06
2-C-15	Amendment 4	01.08.06
2-C-16	Amendment 4	01.08.06
2-C-17	Amendment 4	01.08.06
2-C-18	Amendment 4	01.08.06
2-C-19	Amendment 4	01.08.06
2-C-20	Amendment 4	01.08.06
2-C-21	Amendment 4	01.08.06
2-C-22	Amendment 4	01.08.06
2-C-23	Amendment 4	01.08.06
2-C-24	Amendment 4	01.08.06
2-C-25	Amendment 4	01.08.06
2-C-26	Amendment 4	01.08.06
2-C-27	Amendment 4	01.08.06
2-C-28	Amendment 4	01.08.06
2-D-1	Amendment 4	01.08.06
2-D-2	Amendment 4	01.08.06
2-D-3	Amendment 4	01.08.06
2-D-4	Amendment 4	01.08.06
2-D-5	Amendment 4	01.08.06
2-D-6	Amendment 4	01.08.06
2-D-7	Amendment 4	01.08.06
2-D-8	Amendment 4	01.08.06
2-D-9	Amendment 4	01.08.06

## CHECK LIST OF PAGES (continued)

<i>Page No</i>	<i>Legend</i>	
2-D-10	Amendment 4	01.08.06
2-D-11	Amendment 4	01.08.06
2-D-12	Amendment 4	01.08.06
2-E-1	Amendment 1	01.12.00
2-E-2	Amendment 1	01.12.00
2-F-1	Amendment 4	01.08.06
2-F-2	Amendment 4	01.08.06
2-F-3	Amendment 4	01.08.06
2-F-4	Amendment 4	01.08.06
2-F-5	Amendment 4	01.08.06
2-F-6	Amendment 4	01.08.06
2-F-7	Amendment 4	01.08.06
2-F-8	Amendment 4	01.08.06
2-F-9	Amendment 4	01.08.06
2-F-10	Amendment 4	01.08.06
2-F-11	Amendment 4	01.08.06
2-F-12	Amendment 4	01.08.06
2-F-13	Amendment 4	01.08.06
2-F-14	Amendment 4	01.08.06
2-H-1	Amendment 5	01.12.06
2-H-2	Amendment 5	01.12.06
2-H-3	Amendment 5	01.12.06
2-H-4	Amendment 5	01.12.06
2-H-5	Amendment 5	01.12.06
2-H-6	Amendment 5	01.12.06
2-H-7	Amendment 5	01.12.06
2-H-8	Amendment 5	01.12.06
2-H-9	Amendment 5	01.12.06
2-H-10	Amendment 5	01.12.06
2-H-11	Amendment 5	01.12.06
2-H-12	Amendment 5	01.12.06
2-H-13	Amendment 5	01.12.06
2-H-14	Amendment 5	01.12.06
2-H-15	Amendment 5	01.12.06
2-H-16	Amendment 5	01.12.06
2-H-17	Amendment 5	01.12.06
2-H-18	Amendment 5	01.12.06
2-H-19	Amendment 5	01.12.06
2-H-20	Amendment 5	01.12.06
2-H-21	Amendment 5	01.12.06
2-H-22	Amendment 5	01.12.06
2-H-23	Amendment 5	01.12.06
2-H-24	Amendment 5	01.12.06
2-H-25	Amendment 5	01.12.06
2-H-26	Amendment 5	01.12.06
2-H-27	Amendment 5	01.12.06
2-H-28	Amendment 5	01.12.06
2-H-29	Amendment 5	01.12.06
2-H-30	Amendment 5	01.12.06
2-H-31	Amendment 5	01.12.06

## JAR-FCL 2

### CHECK LIST OF PAGES (continued)

<i>Page No</i>	<i>Legend</i>	
2-H-32	Amendment 5	01.12.06
2-H-33	Amendment 5	01.12.06
2-H-34	Amendment 5	01.12.06
2-H-35	Amendment 5	01.12.06
2-H-36	Amendment 5	01.12.06
2-H-37	Amendment 5	01.12.06
2-H-38	Amendment 5	01.12.06
2-H-39	Amendment 5	01.12.06
2-H-40	Amendment 5	01.12.06
2-H-41	Amendment 5	01.12.06
2-H-42	Amendment 5	01.12.06
2-I-1	Amendment 2	01.11.02
2-I-2	Amendment 2	01.11.02
2-I-3	Amendment 2	01.11.02
2-I-4	Amendment 2	01.11.02
2-I-5	Amendment 2	01.11.02
2-I-6	Amendment 2	01.11.02
2-J-1	Amendment 3	01.09.03
2-J-2	Amendment 3	01.09.03
2-J-3	Amendment 3	01.09.03
2-J-4	Amendment 3	01.09.03
2-J-5	Amendment 3	01.09.03
2-J-6	Amendment 3	01.09.03
2-J-7	Amendment 3	01.09.03
2-J-8	Amendment 3	01.09.03
2-J-9	Amendment 3	01.09.03
2-J-10	Amendment 3	01.09.03
2-J-11	Amendment 3	01.09.03
2-J-12	Amendment 3	01.09.03
2-J-13	Amendment 3	01.09.03
2-J-14	Amendment 3	01.09.03
2-J-15	Amendment 3	01.09.03
2-J-16	Amendment 3	01.09.03

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## PREAMBLE

## JAR-FCL 2

**Issued****14.2.97**

JAR-FCL 2 will consist of 10 Subparts that prescribe the requirements for obtaining and maintaining a pilot's licence, and ratings, for helicopters, as well as requirements for training organisations, approved courses and examiner authorisations.

Amendment OP FCL 2/99/1	26.3.99
Amendment OP FCL 2/99/2	31.12.99
Amendment 1	01.12.00

The purpose of this amendment published 00.00.00 is to introduce amendments detailed in Organe aperi FCL 2/99/1 (NPA-FCL 6) and FCL 2/99/2 (NPA-FCL 8), which are hereby cancelled and to incorporate NPA-FCL 12. It should be noted that the amendments and introductions arising from OP FCL 2/99/1, OP FCL 2/99/2 and NPA-FCL 12 should be implemented as soon as possible after publication.

Next to the mentioned NPAs also editorial amendments to the text of JAR-FCL 2 (Helicopter) have been considered.

SECTION 1Subpart A

- (a) Amendment to JAR-FCL 2.005 by adding a new paragraph (a)(3), with renumbering of old paragraphs (a)(3) to (a)(4) and (a)(4) to (a)(5), arising from NPA-FCL-12.
- (b) Introduction of JAR-FCL 2.016 arising from NPA-FCL-12.
- (c) Introduction of JAR-FCL 2.017 arising from NPA-FCL-12.
- (d) Introduction of JAR-FCL 2.026 arising from NPA-FCL-8.
- (e) Amendment of JAR-FCL 2.030 paragraph (c) and addition of a new paragraph (d), with renumbering of old paragraph (d) to (e), arising from NPA-FCL-8.
- (f) Amendment of JAR-FCL 2.035 paragraph (c), arising from NPA-FCL-6.
- (g) Amendment of JAR-FCL 2.040 with re-numbering of the old paragraphs and addition of new paragraph (b), arising from NPA-FCL-8.
- (h) Introduction of JAR-FCL 2.050 sub-paragraphs (b)(2), arising from NPA-FCL-12.
- (i) Introduction of JAR-FCL 2.050 sub-paragraphs (b)(3) and (b)(4), arising from NPA-FCL-8.
- (j) Amendments to JAR-FCL 2.055 with re-numbering of the old paragraphs (a), (b) and (c), arising from NPA-FCL-12.
- (k) Introduction of (CZ)JAR-FCL 2.060 – Czech National Variant – arising from NPA-FCL-8 and introduction of (F)JAR-FCL 2.060 – French National Variant – arising from NPA-FCL-6..



## JAR-FCL 1

- (l) Introduction of JAR-FCL 2.080, arising from NPA-FCL-6.
- (m) Amendment of Appendix 1 to JAR-FCL 2.005 paragraphs (a), (b) and (d) rows (g), (l) and (m), arising from NPA-FCL-6.
- (n) Amendment of Appendix 1 to JAR-FCL 2.005 paragraph (d) rows (a), (b), (c), (d), (e), (f), (h), (i), (j) and (k), arising from NPA-FCL-8.
- (o) Amendment of Appendix 1 to JAR-FCL 2.005 item 3, arising from NPA-FCL-6.
- (p) Introduction of Appendix 1 to JAR-FCL 2.050, arising from NPA-FCL-8 and further amended by NPA-FCL-12.
- (q) Amendment of Appendix 1 to JAR-FCL 2.055 paragraphs 2, 3 and 9, and re-numbering of old Appendix 1 to JAR-FCL 1.055 to Appendix 1a to JAR-FCL 1.055, arising from NPA-FCL-12.
- (r) Amendment of Appendix 1 to JAR-FCL 2.055 paragraph 18 and 25, arising from NPA-FCL-6.
- (s) Amendment of Appendix 1 to JAR-FCL 2.055 paragraphs 18, 32, 33 and 34 arising from NPA-FCL-8.
- (t) Introduction of Appendix 1b to JAR-FCL 2.055, arising from NPA-FCL-12.
- (u) Amendment of Appendix 2 to JAR-FCL 2.055 paragraphs 2, 3 and 8 arising from NPA-FCL-12.
- (v) Amendment of Appendix 2 to JAR-FCL 2.055 paragraphs 8, 15 and 22 arising from NPA-FCL-6.
- (w) Amendment of Appendix 2 to JAR-FCL 2.055 paragraphs 15, 25, 26 and 27 arising from NPA-FCL-8.
- (x) Amendment of Appendix 1 to JAR-FCL 2.075 paragraphs 1 and 3 arising from NPA-FCL-8.
- (y) Amendment of Appendix 1 to JAR-FCL 2.075, 'Standard JAA Licence Format' cover page, arising from NPA-FCL-12.

### Subpart C

- (a) Deletion of JAR-FCL 2.110 paragraph (b)(3) arising from NPA-FCL-8.
- (b) Deletion of JAR-FCL 2.115, which now reads 'Intentionally blank', arising from NPA-FCL-12.
- (c) Amendment to Appendix 1 to JAR-FCL 2.125 paragraphs 4, arising from NPA-FCL-6.
- (d) Amendment to Appendix 2 to JAR-FCL 2.125 paragraphs 1 and 3, as well as title, arising from NPA-FCL-8.
- (e) Introduction of Appendix 1 to JAR-FCL 2.125, arising from NPA-FCL-12.
- (f) Amendment of Appendix 1 to JAR-FCL 2.130 & 2.135 paragraph 15 arising from NPA-FCL-8.
- (g) Amendment of Appendix 1 to JAR-FCL 2.130 & 2.135 paragraphs 1, 2, 4, 8, 18 and 19 arising from NPA-FCL-12.
- (h) Amendment of Appendix 2 to JAR-FCL 2.135, revision of the skill test form, arising from NPA-FCL-12.

**Subpart D**

- (a) Deletion of JAR-FCL 2.115 paragraph (d) arising from NPA-FCL-6.
- (b) Amendment of Appendix 1 to JAR-FCL 2.160 & 2.165(a)(1) paragraph 4 arising from NPA-FCL-6 and paragraph 14 arising from NPA-FCL-12.
- (c) Amendment of Appendix 1 to JAR-FCL 2.160 & 2.165(a)(2) paragraph 4 arising from NPA-FCL-6 and paragraph 13 arising from NPA-FCL-12.
- (d) Amendment of Appendix 1 to JAR-FCL 2.160 & 2.165(a)(3) paragraph 12 arising from NPA-FCL-12.
- (e) Amendment of Appendix 1 to JAR-FCL 2.170 paragraph 3, 9, 13 and 14 arising from NPA-FCL-12.
- (f) Amendment of Appendix 2 to JAR-FCL 2.170, revision of the skill test, arising from NPA-FCL-12.

**Subpart E**

- (a) Amendment of JAR-FCL 2.175 arising from NPA-FCL-8.
- (b) Amendment of JAR-FCL 2.180 paragraph (a) arising from NPA-FCL-8.
- (c) Amendment of JAR-FCL 2.185 paragraphs (a) arising from NPA-FCL-8.
- (d) Amendment of JAR-FCL 2.185 by adding paragraph (c) and renumbering old paragraph © to (d) arising from NPA-FCL-12.
- (e) Amendment of Appendix 1 to JAR-FCL 2.205 paragraphs 11, 2 and 13 arising from NPA-FCL-8.
- (f) Amendment of Appendix 1 to JAR-FCL 2.210 paragraph 11 arising from NPA-FCL-8 and paragraph 9 arising from NPA-FCL-12.

**Subpart F**

- (a) Amendment of JAR-FCL 2.220 paragraphs (a) and (c) arising from NPA-FCL-8.
- (b) Amendment of JAR-FCL 2.220 paragraphs (d) arising from NPA-FCL-12.
- (c) Amendment of JAR-FCL 2.235 paragraph (c) arising from NPA-FCL-6.
- (d) Amendment of JAR-FCL 2.235 paragraphs (a) and (c) arising from NPA-FCL-8.
- (e) Amendment of JAR-FCL 2.240 paragraph (a)(3) and (a)(4) arising from NPA-FCL-8.
- (f) Introduction of JAR-FCL 2.240 paragraph (a)(5) arising from NPA-FCL-12.
- (g) Amendment of JAR-FCL 2.245 paragraph (b)(3) arising from NPA-FCL-8 and NPA-FCL-12.
- (h) Amendment of JAR-FCL 2.245 paragraph (c) and (d) with re-numbering of old paragraphs arising from NPA-FCL-12.
- (i) Amendment of JAR-FCL 2.261 reference under title and in paragraph (c)(2) arising from NPA-FCL-12.
- (j) Amendment of JAR-FCL 2.261 paragraphs (c)(2) and (d)(2) arising from NPA-FCL-6.

## JAR-FCL 1

- (k) Amendment of Appendix 1 to JAR-FCL 2.220 arising from NPA-FCL-12.
- (l) Amendment of Appendix 1 to JAR-FCL 2.240 & 2.295 paragraphs 8 and 12 arising from NPA-FCL-8.
- (m) Amendment of Appendix 3 to JAR-FCL 2.240 & 2.295, reference to OTD has been deleted, arising from NPA-FCL-12.
- (n) Introduction of Appendix 1 to JAR-FCL 2.245(b)(3), arising from NPA-FCL-12.
- (o) Amendment of Appendix 1 to JAR-FCL 2.261(a) paragraph 3, arising from NPA-FCL-12.

### Subpart H

- (a) Amendment of JAR-FCL 2.300 paragraph (a)(2)(iii) arising from NPA-FCL-12.
- (b) Introduction of JAR-FCL 2.315 paragraph (b) arising from NPA-FCL-8.
- (c) Amendment of JAR-FCL 2.315 paragraph (b) arising from NPA-FCL-12.
- (d) Amendment of JAR-FCL 2.330 first paragraph arising from NPA-FCL-12.
- (e) Amendment of JAR-FCL 2.355 paragraph (a)(1) arising from NPA-FCL-8.
- (f) Amendment of JAR-FCL 2.355 paragraph (a)(2) arising from NPA-FCL-6.
- (g) Amendment of JAR-FCL 2.365 paragraph (a) arising from NPA-FCL-8.
- (h) Amendment of JAR-FCL 2.365 paragraph (f)(1) arising from NPA-FCL-6.
- (i) Amendment of JAR-FCL 2.395 paragraphs (a) and (b) arising from NPA-FCL-8.
- (j) Amendment of JAR-FCL 2.410 paragraph (a)(2) arising from NPA-FCL-8.
- (k) Amendment of JAR-FCL 2.415 paragraph (a)(2) arising from NPA-FCL-8.
- (l) Introduction of Appendix 1 to JAR-FCL 2.300 arising from NPA-FCL-12.
- (m) Amendment of Appendix 1 to JAR-FCL 2.330 & 2.345 paragraph 12 arising from NPA-FCL-12.

### Subpart I

- (a) Amendment of JAR-FCL 2.435 paragraphs (a) and (b) arising from NPA-FCL-6.

### Subpart J

- (a) Amendment of JAR-FCL 2.480 paragraph (f) arising from NPA-FCL-6.
- (b) Amendment of JAR-FCL 2.485 paragraph (b) arising from NPA-FCL-8.
- (c) Amendment of JAR-FCL 2.490 paragraph (d) arising from NPA-FCL-12.
- (d) Amendment of JAR-FCL 2.495 paragraph (a) and (b) arising from NPA-FCL-8.

SECTION 2

Subpart A

- (a) Amendment of AMC FCL 2.005 & 2.015 arising from NPA-FCL-6.
- (b) Introduction of AMC FCL 2.055 arising from NPA-FCL-12.
- (c) Introduction of IEM No. 1 to JAR-FCL 2.055 arising from NPA-FCL-12.
- (d) Introduction of IEM No. 2 to JAR-FCL 2.055 arising from NPA-FCL-6.
- (e) Introduction of IEM No.3 to JAR-FCL 2.055 arising from NPA-FCL-8.
- (f) Introduction of IEM FCL 2.080 arising from NPA-FCL-6.

Subpart C

- (a) Amendment of AMC FCL 2.125 to introduce a cross-reference to Appendix 1 to JAR-FCL 2.125 arising from NPA\_FCL-6.
- (b) Amendment of AMC FCL 2.125 item 74 arising from NPA-FCL-6.
- (c) Amendment of AMC FCL 2.125, the syllabus of flight instruction for the private pilot licence (helicopter) arising from NPA-FCL-12.

Subpart D

- (a) Amendment of AMC FCL 2.160 & 2.165(a)(1) paragraph 1 arising from NPA\_FCL-8.
- (b) Amendment of AMC FCL 2.160 & 2.165(a)(2) paragraph 1 arising from NPA\_FCL-8.

Subpart F

- (a) Amendment of AMC FCL 2.215 arising from NPA-FCL-7.
- (b) Amendment of AMC FCL 2.220, it becomes now Appendix 1 to JAR-FCL 2.220, arising from NPA-FCL-12.
- (c) Introduction of AMC FCL 2.261(c)(2) arising from NPA-FCL-6.
- (d) Amendment of IEM FCL 2.261(d) arising from NPA-FCL-6.

Subpart H

- (a) Amendment of AMC FCL 2.340, Part 1 new paragraph 9, Part 2 table amendment of 'Breakdown of hours' and Part 3 revision of the air exercises, arising from NPA-FCL-12.
- (b) Introduction of AMC FCL 2.355(a)(2) arising from NPA-FCL-6.

Subpart I

- (a) Amendment of AMC FCL 2.425 arising from NPA-FCL-8.

## JAR-FCL 1

### Subpart J

- (a) Amendment of AMC-FCL 2.470(a) arising from NPA-FCL-8.
- (b) Amendment of AMC-FCL 2.470(b) arising from NPA-FCL-8.
- (c) Amendment of AMC-FCL 2.470(c) arising from NPA-FCL-8.
- (d) Introduction of combined Theoretical Knowledge Syllabus AMC FCL 2.470(a), (b) and (c), arising from NPA-FCL-12.
- (f) Amendment of IEM FCL 2.480 arising from NPA-FCL-6./

### **Amendment 2**

**01.11.02**

The third Issue of JAR-FCL 2 (helicopter) contains a number of amendments and introductions which reflects the results of NPA-FCL-14. It should be noted that the amendments and introductions arising from NPA-FCL-14 should be implemented as soon as possible after publication.

Next to the NPA also editorial amendments to the text of amendment 1 of JAR-FCL 2 have been considered.

The following introductions and/or amendments arising from NPA-FCL-14 have been made.

### SECTION 1

#### Subpart A

- (a) Amendment of JAR-FCL 2.001, arising from NPA-FCL-14.
- (b) Amendment of JAR-FCL 2.005 by adding new paragraphs (a)(6) and (a)(7), arising from NPA-FCL-14.
- (c) Amendment of Appendix 1 to JAR-FCL 2.005, arising from NPA-FCL-14.
- (d) Amendment of JAR-FCL 2.010, paragraph (2)(c), arising from NPA-FCL-14.
- (e) Amendment of JAR-FCL 2.015, arising from NPA-FCL-14.
- (f) Amendment of Appendix 1 to JAR-FCL 2.015, arising from NPA-FCL-14.
- (g) Introduction of appendix 2 to JAR-FCL 2.015, arising from NPA-FCL-14.
- (h) Amendment of JAR-FCL 2.016 paragraph (a) and adding new paragraph (b), arising from NPA-FCL-14.
- (i) Amendment of JAR-FCL 2.030 paragraph (c), arising from NPA-FCL-14.
- (j) Amendment of JAR-FCL 2.045 paragraph (b), arising from NPA-FCL-14.
- (k) Amendment of JAR-FCL 2.055, arising from NPA-FCL-14.
- (l) Amendment of Appendix 1a to JAR-FCL 2.055 paragraphs 15, arising from NPA-FCL-14.
- (m) Amendment of Appendix 1b to JAR-FCL 2.055 paragraph (c), arising from NPA-FCL-14.

- (n) Introduction of Appendix 1c to JAR-FCL 2.055, arising from NPA-FCL-14.
- (o) Amendment of Appendix 2 to JAR-FCL 2.055, arising from NPA-FCL-14.
- (p) Amendment of JAR-FCL 2.060 by adding Italian national variant.
- (q) Amendment of JAR-FCL 2.065 paragraphs (a) and (d), arising from NPA-FCL-14.
- (r) Amendment of Appendix 1 to JAR-FCL 2.075 arising from NPA-FCL-14.

#### Subpart C

- (a) Amendment of Appendix 3 to JAR-FCL 2.125, arising from NPA-FCL-14.

#### Subpart D

- (a) Amendment of JAR-FCL 2.150 paragraph (b), arising from NPA-FCL-14.
- (b) Amendment of JAR-FCL 2.155 paragraphs (a)(2) and (b)(2), arising from NPA-FCL-14.
- (c) Amendment of Appendix 1 to JAR-FCL 2.160 & 2.165(a)(1), arising from NPA-FCL-14.
- (d) Amendment of Appendix 1 to JAR-FCL 2.160 & 2.165(a)(2), arising from NPA-FCL-14.
- (e) Amendment of Appendix 1 to JAR-FCL 2.160 & 2.165(a)(3), arising from NPA-FCL-14.

#### Subpart E

- (a) Introduction of JAR-FCL 2.174, arising from NPA-FCL-14.
- (b) Amendment of JAR-FCL 2.180, arising from NPA-FL-14.
- (c) Amendment of JAR-FCL 2.200, arising from NPA-FCL-14.
- (d) Amendment of Appendix 1 to JAR-FCL 2.200, arising from NPA-FCL-14.
- (e) Amendment of Appendix 1 to JAR-FCL 2.205, arising from NPA-FCL-14.

#### Subpart F

- (a) Amendment of JAR-FCL 2.240 by adding new paragraphs (a)(6) and (a)(7), arising from NPA-FCL-14.
- (b) Amendment of JAR-FCL 2.245 by adding new paragraph (b)(4) arising from NPA-FCL-8
- (c) Amendment of Appendix 1 to JAR-FCL 2.240 & 2.295, arising from NPA-FCL-14.
- (d) Amendment of Appendix 2 to JAR-FCL 2.240 & 2.295, arising from NPA-FCL-14.
- (e) Amendment of Appendix 3 to JAR-FCL 2.240, arising from NPA-FCL-14.
- (f) Introduction of Appendix 4 to JAR-FCL 2.240, arising from NPA-FCL-14.

## JAR-FCL 1

- (g) Amendment of JAR-FCL 2.250, arising from NPA-FCL-14.
- (h) Amendment of JAR-FCL 2.261, arising from NPA-FCL-14.
- (i) Amendment of Appendix 1 to JAR-FCL 2.261(a) paragraph 2, arising from NPA-FCL-14.

### Subpart G

- (a) Amendment of JAR-FCL 2.290, arising from NPA-FCL-14.
- (b) Amendment of appendix 1 to JAR-FCL 2.285, arising from NPA-FCL-14.

### Subpart H

- (a) Amendment of JAR-FCL 2.325, arising from NPA-FCL-14.
- (b) Amendment of JAR-FCL 2.330, arising from NPA-FCL-14.
- (c) Amendment of JAR-FCL 2.335, arising from NPA-FCL-14.
- (d) Amendment of JAR-FCL 2.340, arising from NPA-FCL-14.
- (e) Amendment of JAR-FCL 2.355, arising from NPA-FCL-14.
- (f) Amendment of JAR-FCL 2.360, arising from NPA-FCL-14.
- (g) Amendment of JAR-FCL 2.365, arising from NPA-FCL-14.
- (h) Amendment of JAR-FCL 2.370, arising from NPA-FCL-14.
- (i) Amendment of JAR-FCL 2.395, arising from NPA-FCL-14.
- (j) Amendment of JAR-FCL 2.410, arising from NPA-FCL-14.
- (k) Amendment of JAR-FCL 2.415, arising from NPA-FCL-14.
- (l) Amendment of Appendix 1 to JAR-FCL 2.300, arising from NPA-FCL-14.
- (m) Amendment to JAR-FCL 2.325 paragraph (b)(2), arising from NPA-FCL-14.
- (n) Amendment of Appendix 1 to JAR-FCL 2.340, arising from NPA-FCL-14.
- (o) Introduction of Appendix 1 to JAR-FCL 2.365, arising from NPA-FCL-14.
- (p) Introduction of Appendix 1 to JAR-FCL 2.395, arising from NPA-FCL-14.
- (q) Amendment of JAR-FCL 2.415 paragraphs (a) and (b), arising from NPA-FCL-14.

### Subpart I

- (a) Amendment of JAR-FCL 2.425, arising from NPA-FCL-14.
- (b) Amendment of JAR-FCL 2.430, arising from NPA-FCL-14.
- (c) Introduction of Appendix 1 to JAR-FCL 2.425, arising from NPA-FCL-14.

Subpart J

- (a) Amendment of JAR-FCL 2.470, arising from NPA-FCL-14.
- (b) Amendment of JAR-FCL 2.475, arising from NPA-FCL-14.
- (c) Amendment of JAR-FCL 2.480, arising from NPA-FCL-14.
- (d) Amendment of JAR-FCL 2.490, arising from NPA-FCL-14.
- (e) Introduction of Appendix 1 to JAR-FCL 2.470, arising from NPA-FCL-14.

SECTION 2

Subpart A

- (a) Amendment of IEM FCL 2.001, arising from NPA-FCL-14.
- (b) Amendment of AMC FCL 2.005 & 2.015, arising from NPA-FCL-14.

Subpart D

- (a) Amendment of AMC FCL 2.160 & 2.165(a)(1), arising from NPA-FCL-14.
- (b) Amendment of AMC FCL 2.160 & 2.165(a)(2), arising from NPA-FCL-14.

Subpart F

- (a) Amendment of AMC FCL 2.261(a), arising from NPA-FCL-14.
- (b) Amendment of AMC FCL 2.261(d), arising from NPA-FCL-14.
- (c) Deletion of IEM FCL 2.261(d), arising from NPA-FCL-14.

Subpart H

- (a) Amendment of AMC FCL 2.340, arising from NPA-FCL-14.
- (b) Amendment of AMC FCL 2.365, arising from NPA-FCL-14.
- (c) Amendment of AMC FCL 2.395, arising from NPA-FCL-14.

Subpart I

- (a) Amendment of AMC-FCL 2.425, arising from NPA-FCL-14.

Subpart J

- (a) Deletion of AMC-FCL 2.470(a), (b) and (c), arising from NPA-FCL-14.



## JAR-FCL 1

### **Amendment 3**

**01.09.03**

The fourth Issue of JAR-FCL 2 (helicopter) contains a number of amendments and introductions which reflects the results of NPA-FCL-17. It should be noted that the amendments and introductions arising from NPA-FCL-16 should be implemented as soon as possible after publication.

Next to the NPA also editorial amendments to the text of amendment 2 of JAR-FCL 2 have been considered.

The following introductions and/or amendments arising from NPA-FCL-16 have been made.

### SECTION 1

#### Subpart A

- (a) Amendment of JAR-FCL 2.001
- (b) Amendment of JAR-FCL 2.015
- (c) Amendment of JAR-FCL 2.025
- (e) Amendment of JAR-FCL 2.055
- (f) Amendment of JAR-FCL 2.065
- (g) Amendment of Appendix 1 to JAR-FCL 2.055
- (h) Amendment of Appendix 1a to JAR-FCL 2.055
- (i) Amendment of Appendix 2 to JAR-FCL 2.055
- (j) Introduction of new appendix 3 to JAR-FCL 2.055

#### Subpart D

- (a) Amendment of JAR-FCL 2.160
- (b) Amendment of Appendix 1 to JAR-FCL 2.160 & 2.165(a)(1)
- (c) Amendment of Appendix 1 to JAR-FCL 2.160 & 2.165(a)(2)
- (d) Amendment of Appendix 1 to JAR-FCL 2.160 & 2.165(a)(3)

#### Subpart E

- (a) Amendment of JAR-FCL 2.195
- (b) Amendment of JAR-FCL 2.210
- (b) Amendment of Appendix 1 to JAR-FCL 2.205

Subpart F

- (a) Amendment of JAR-FCL 2.250
- (b) Amendment of JAR-FCL 2.255
- (c) Amendment of Appendix 1 to JAR-FCL 2.220
- (d) Amendment of Appendix 1 to JAR-FCL 2.240 & 2.295
- (e) Introduction of Appendix 1 to JAR-FCL 2.255

Subpart G

- (a) Amendment of JAR-FCL 2.280
- (b) Amendment of JAR-FCL 2.285
- (c) Amendment of JAR-FCL 2.290
- (d) Amendment of Appendix 1 to JAR-FCL 2.285

Subpart H

- (a) Amendment of JAR-FCL 2.315
- (b) Amendment of JAR-FCL 2.330
- (c) Amendment of JAR-FCL 2.355
- (d) Amendment of JAR-FCL 2.410

Subpart J

- (a) Amendment of JAR-FCL 2.480
- (b) Amendment of JAR-FCL 2.485
- (c) Amendment of JAR-FCL 2.490
- (d) Amendment of JAR-FCL 2.495

SECTION 2

Subpart A

- (a) Introduction of AMC FCL 2.055(d)
- (b) Amendment of IEM No. 3 to FCL 2.055
- (c) Amendment of IEM No. 4 to FCL 2.055

## JAR-FCL 1

### Subpart D

- (a) Amendment of AMC FCL 2.160 & 2.165(a)(1)
- (b) Amendment of AMC FCL 2.160 & 2.165(a)(2)
- (c) Amendment of AMC FCL 2.160 & 2.165(a)(3)

### Subpart J

- (a) Introduction of new IEM-FCL 2.490

## **Amendment 4**

**01.08.06**

The fifth Issue of JAR-FCL 2 (helicopter) contains a number of amendments and introductions which reflect the results of NPA-FCL 25.

The introduction of revised Theoretical Knowledge Syllabus and Learning Objectives arising from NPA-FCL 25 should be implemented on a timescale agreed by individual National Aviation Authorities (NAAs) that enables training organisations to adjust their training courses to the new syllabus in an orderly manner. All other aspects of the amendment should be implemented as soon as possible after publication.

Also, editorial amendments to the text of amendment 3 of JAR-FCL 2 have been incorporated.

The following introductions and/or amendments arising from NPA-FCL 25 have been made.

## SECTION 1

### Subpart A

- (a) Amendment of JAR-FCL 2.001, changes in paragraphs “Co-pilot”, “Multi-pilot helicopter, insert new paragraphs “Flight Simulation Training Device” and “Multi-pilot operation”.
- (b) Amendment of JAR-FCL 2.005, changes in paragraphs (2)(i) and added new paragraph (2)(ii).
- (c) Amendment of JAR-FCL 2.016, changes in paragraphs (b) and added new paragraph (c).
- (c) Amendment of JAR-FCL 2.050, changes in paragraph (b)(2) through (b)(5) and added new paragraphs (b)(8) through (b)(11).
- (d) Amendment of JAR-FCL 2.055, change in title.
- (e) Amendment of JAR-FCL 2.080, change in paragraph (c)(1)(v), (c)(2), added new paragraph (e).
- (f) Amendment of Appendix 1 to JAR-FCL 2.005, changes in paragraph (1)(d), added new paragraph (4).
- (g) Amendment of Appendix 1 to JAR-FCL 2.015, changes in paragraph (2)(f).
- (h) Introduction of Appendix 3 to JAR-FCL 2.015.
- (i) Amendment to Appendix 1 to JAR-FCL 2.050, changes in title and paragraph.
- (j) Introduction of Appendix 2 to JAR-FCL 2.050.
- (k) Introduction of Appendix 3 to JAR-FCL 2.050.

- (l) Introduction of Appendix 4 to JAR-FCL 2.050.
- (m) Amendment to Appendix 1a to JAR-FCL 2.055, changes in title and paragraph 16.
- (n) Amendment to Appendix 1b to JAR-FCL 2.055, changes in title and paragraph (a).
- (o) Amendment to Appendix 1c to JAR-FCL 2.055, changes in title.
- (p) Amendment to Appendix 2 to JAR-FCL 2.055, changes in paragraphs 14 and 15.
- (q) Amendment to Appendix 1 to JAR-FCL 2.075, changes in page 8.

Subpart C

- (a) Amendment of Appendix 1 to JAR-FLC 2.130 & 2.135, changes in paragraphs 1 and 5.

Subpart D

- (a) Amendment of JAR-FCL 2.150, changes in title and paragraph 3.
- (b) Amendment of JAR-FCL 2.155, changes in title and paragraphs (a)(2), (c)(1).
- (c) Amendment of JAR-FCL 2.160, changes in title and paragraph (c).
- (d) Amendment of JAR-FCL 2.165, changes in paragraphs (a)(1) through (a)(5).
- (e) Amendment of JAR-FCL 2.170, changes in title and paragraph.
- (f) Amendment of Appendix 1 to JAR-FLC 2.160 & 2.165(a)(1), changes in paragraphs 1, 2, 5, 7, 8, 10, 12 and 13.
- (g) Amendment of Appendix 1 to JAR-FLC 2.160 & 2.165(a)(2), replaced the complete Appendix.
- (h) Amendment of Appendix 1 to JAR-FLC 2.160 & 2.165(a)(3), replaced the complete Appendix.
- (i) Introduction of Appendix 1 to JAR-FLC 2.160 & 2.165(a)(4).
- (j) Introduction of Appendix 1 to JAR-FLC 2.160 & 2.165(a)(5).
- (k) Amendment of Appendix 1 to JAR-FLC 2.170, changes in paragraph 9 and 14.

Subpart E

- (a) Amendment of JAR-FCL 2.180, changes in paragraph (a).
- (a) Amendment of JAR-FCL 2.185, changes in paragraph (a), (b) and (c).
- (c) Amendment of JAR-FCL 2.195, changes in paragraph (a).
- (d) Amendment of Appendix 1 to JAR-FLC 2.205, changes in paragraph 2.
- (e) Amendment of Appendix 1 to JAR-FLC 2.210, changes in title and paragraph 9 and 14.
- (f) Amendment of Appendix 2 to JAR-FLC 2.210, changes in title and section 6.

## JAR-FCL 1

### Subpart F

- (a) Amendment of JAR-FCL 2.240, changes in paragraphs (a)(2), (a)(4), (a)(6), (b)(1) and (b)(2).
- (b) Amendment of JAR-FCL 2.245, changes in paragraphs (b)(1) through (b)(5), (c) and (f).
- (c) Introduction of JAR-FCL 2.246.
- (d) Amendment of JAR-FCL 2.250, changes in title and paragraphs (a), (a)(1), (a)(2)(i), (a)(2)(ii) and (a)(3).
- (e) Amendment of JAR-FCL 2.255, changes in title and paragraphs (a), (b) and (c).
- (f) Amendment of JAR-FCL 2.261, changes in title and paragraphs (a), (d)(1) and (d)(2).
- (g) Amendment of JAR-FCL 2.262, changes in title and paragraphs (a), (b) and (c).
- (h) Amendment of Appendix 1 to JAR-FLC 2.220, changes in paragraph (d).
- (i) Amendment of Appendix 1 to JAR-FLC 2.240 & 2.295, replaced the complete Appendix.
- (j) Amendment of Appendix 2 to JAR-FLC 2.240 & 2.295, changes in title and replaced the complete Appendix.
- (k) Amendment of Appendix 3 to JAR-FLC 2.240 & 2.295, changes in title and replaced the complete Appendix.
- (l) Amendment of Appendix 4 to JAR-FLC 2.240, replaced paragraph B.
- (m) Amendment of Appendix 1 to JAR-FLC 2.255, changes in paragraph 1.
- (n) Amendment of Appendix 1 to JAR-FLC 2.261(a), changes in paragraphs 3 and 4.
- (o) Introduction of Appendix 1 to JAR-FLC 2.160 & 2.261(b).
- (p) Amendment of Appendix 1 to JAR-FLC 2.261(d), changes in paragraphs 2 and 3.

### Subpart G

- (a) Amendment of JAR-FCL 2.280, changes in paragraphs (1), (2)(i), (2)(ii) and 4.
- (b) Amendment of JAR-FCL 2.285, changes in paragraph (a).
- (c) Amendment of JAR-FCL 2.285, changes in paragraph (a).
- (d) Amendment of JAR-FCL 2.290, replaced the paragraph.
- (e) Amendment of JAR-FCL 2.295, changes in paragraph (a).
- (f) Amendment of Appendix 1 to JAR-FLC 2.285, replaced paragraph 2.

### Subpart H

- (a) Amendment of JAR-FCL 2.300, total replacement of title and paragraphs.

- (b) Amendment of JAR-FCL 2.305, total replacement of title and paragraphs.
- (c) Amendment of JAR-FCL 2.310, total replacement of title and paragraphs.
- (d) Amendment of JAR-FCL 2.315, total replacement of title and paragraphs.
- (c) Amendment of JAR-FCL 2.320A, total replacement of title and paragraphs.
- (d) Introduction JAR-FCL 2.320B.
- (e) Introduction JAR-FCL 2.320C.
- (f) Introduction JAR-FCL 2.320D.
- (g) Introduction JAR-FCL 2.320E.
- (h) Introduction JAR-FCL 2.320F.
- (i) Introduction JAR-FCL 2.320G.
- (j) Amendment of JAR-FCL 2.325, this chapter is deleted and transferred to JAR-FCL 2.320B.
- (k) Amendment of JAR-FCL 2.330A, total replacement of title and paragraphs.
- (l) Introduction JAR-FCL 2.330B.
- (m) Introduction JAR-FCL 2.330C.
- (n) Introduction JAR-FCL 2.330D.
- (o) Introduction JAR-FCL 2.330E.
- (p) Introduction JAR-FCL 2.330F.
- (q) Amendment of JAR-FCL 2.335, this chapter is deleted and transferred to JAR-FCL 2.320A.
- (r) Amendment of JAR-FCL 2.340A, total replacement of title and paragraphs.
- (s) Introduction JAR-FCL 2.340B.
- (t) Introduction JAR-FCL 2.340C.
- (u) Introduction JAR-FCL 2.340D.
- (v) Introduction JAR-FCL 2.340E.
- (w) Introduction JAR-FCL 2.340F.
- (x) Amendment of JAR-FCL 2.345, this chapter is deleted and transferred to JAR-FCL 2.320E.
- (y) Amendment of JAR-FCL 2.350A, total replacement of title and paragraphs.
- (z) Introduction JAR-FCL 2.350B.
- (aa) Introduction JAR-FCL 2.350C.
- (bb) Introduction JAR-FCL 2.350D.

## JAR-FCL 1

- (cc) Introduction JAR-FCL 2.350E.
- (dd) Introduction JAR-FCL 2.350F.
- (ee) Amendment of JAR-FCL 2.355, this chapter is deleted and transferred to JAR-FCL 2.320G.
- (ff) Amendment of JAR-FCL 2.360A, total replacement of title and paragraphs.
- (gg) Introduction JAR-FCL 2.360B.
- (hh) Introduction JAR-FCL 2.360C.
- (ii) Introduction JAR-FCL 2.360D.
- (jj) Introduction JAR-FCL 2.360E.
- (kk) Introduction JAR-FCL 2.360F.
- (ll) Amendment of JAR-FCL 2.365, this chapter is deleted and transferred to JAR-FCL 2.330B.
- (mm) Amendment of JAR-FCL 2.370, this chapter is deleted and transferred to JAR-FCL 2.330F.
- (nn) Amendment of JAR-FCL 2.390, this chapter is deleted and transferred to JAR-FCL 2.350A.
- (oo) Amendment of JAR-FCL 2.395, this chapter is deleted and transferred to JAR-FCL 2.340B.
- (pp) Amendment of JAR-FCL 2.400, this chapter is deleted and transferred to JAR-FCL 2.340F.
- (qq) Amendment of JAR-FCL 2.405, this chapter is deleted and transferred to JAR-FCL 2.350A.
- (rr) Amendment of JAR-FCL 2.410, this chapter is deleted and transferred to JAR-FCL 2.350B.
- (ss) Amendment of JAR-FCL 2.415, this chapter is deleted and transferred to JAR-FCL 2.350F.
- (tt) Introduction Appendix 1 to JAR-FCL 2.330C.
- (tt) Introduction Appendix 1 to JAR-FCL 2.340C.
- (uu) Amendment of Appendix 1 to JAR-FCL 2.365, this Appendix is deleted and transferred to Appendix 1 to JAR-FCL 2.330C.
- (vv) Amendment of Appendix 1 to JAR-FCL 2.395, this Appendix is deleted and transferred to Appendix 1 to JAR-FCL 2.340C.

### Subpart I

- (a) Amendment of JAR-FCL 2.420, total replacement of paragraphs.
- (b) Amendment of JAR-FCL 2.425, total replacement of paragraphs.
- (c) Amendment of JAR-FCL 2.430, intentionally left blank.
- (d) Amendment of JAR-FCL 2.435, total replacement of title and paragraphs.
- (e) Introduction JAR-FCL 2.439.

- (f) Amendment of JAR-FCL 2.440, total replacement of title and paragraphs.
- (g) Introduction JAR-FCL 2.442.
- (h) Amendment of JAR-FCL 2.445, total replacement of title and paragraphs.
- (i) Amendment of JAR-FCL 2.450, total replacement of title and paragraphs.
- (j) Introduction JAR-FCL 2.452.
- (k) Introduction JAR-FCL 2.445.
- (l) Amendment of JAR-FCL 2.455, total replacement of title and paragraphs.
- (m) Introduction JAR-FCL 2.457.
- (n) Introduction JAR-FCL 2.459.
- (o) Amendment of JAR-FCL 2.460, total replacement of title and paragraphs.
- (p) Introduction JAR-FCL 2.461.

#### Subpart J

- (a) Amendment of JAR-FCL 2.470, changes in paragraphs (a), (b) and (c), added new paragraph (d).
- (b) Amendment of JAR-FCL 2.495, changes in paragraphs (b) and (c).
- (c) Amendment of Appendix 1 to JAR-FCL 2.470, changes in title and placement of paragraph 1.

### SECTION 2

#### AMC/IEM A

- (a) Amendment to JAR-FCL Subpart H, total replacement of this paragraph.
- (b) Amendment to IEM No. 3 to JAR-FCL 2.055, changes in "Training Manual", Part 4.
- (c) Amendment to IEM No. 4 to JAR-FCL 2.055, total replacement of this paragraph.

#### AMC/IEM C

- (a) Amendment to AMC FCL 2.125, changes in paragraph 6, exercise 22a, 22b and 22c.

#### AMC/IEM D

- (a) Amendment to AMC FCL 2.160 & 2.165(a)(1), changes in paragraphs 2, 3 and 4.
- (b) Amendment to AMC FCL 2.160 & 2.165(a)(2), changes in subtitle, paragraphs 1 and 2.
- (c) Amendment to AMC FCL 2.160 & 2.165(a)(3), changes in subtitle, paragraphs 1, 2 and 3.
- (d) Introduction AMC FCL 2.160 & 2.165(a)(4).



## JAR-FCL 1

- (e) Introduction AMC FCL 2.160 & 2.165(a)(5).

### AMC/IEM F

- (a) Amendment to AMC FCL 2.261(c)(2), changes in paragraphs (3), 10.1, 10.2 and 10.3.
- (b) Amendment to AMC FCL 2.261(d), changes in paragraphs 9 and 10.

### AMC/IEM H

- (a) Amendment to IEM FCL 2.320, changes in title.
- (b) Amendment to AMC FCL 2.320(a)(2), this chapter is a replacement of AMC FCL 2.355(a)(2).
- (c) Amendment to AMC FCL 2.365, this chapter is deleted, see JAR-FCL 2.330B.
- (d) Amendment to AMC FCL 2.340C, changes in title.

## **Amendment 5**

**01.12.06**

The sixth Issue of JAR-FCL 2 (helicopter) contains a number of amendments and introductions which reflect the results of NPA-FCL 26.

Also the corrigendum to JAR-FCL 2, dated 14<sup>th</sup> of August 2006, and editorial amendments to the text of amendment 4 of JAR-FCL 2 have been incorporated.

The following introductions and/or amendments arising from NPA-FCL 26, 31 and 32 have been made.

## SECTION 1

### Subpart A

- (a) Amendment of JAR-FCL 2.005, changes in title and added new paragraph (b)(5)
- (b) Amendment of JAR-FCL 2.010, changes in title and added new paragraph (a)(4)
- (c) Amendment of JAR-FCL 2.025, changes in title and paragraph (b)(1)
- (d) Amendment of JAR-FCL 2.050, changes in title
- (e) Amendment of JAR-FCL 2.075, changes in paragraph (a)(2)(XIII)
- (f) Introduction of Appendix 1 to JAR-FCL 2.010
- (g) Introduction of Appendix 2 to JAR-FCL 2.010
- (h) Amendment of Appendix 1 to JAR-FCL 2.075, changes in paragraph page 3 (XIII)

### Subpart C

- (a) Amendment of JAR-FCL 2.110, changes in paragraph (b)(1)

Subpart D

- (a) Amendment of JAR-FCL 2.150, changes in paragraph (b)

Subpart E

- (a) Amendment of Appendix 1 to JAR-FLC 2.200, changes in title and added new paragraph 3

Subpart F

- (a) Amendment of JAR-FCL 2.220, changes in title and paragraph (c)
- (b) Amendment of JAR-FCL 2.235, changes in title and paragraph (a)
- (c) Amendment of JAR-FCL 2.246, changes in title
- (d) Amendment of JAR-FCL 2.261, changes in title and paragraph (d)(1)
- (e) Amendment of Appendix 1 to JAR-FLC 2.220, complete Appendix deleted
- (f) Amendment of Appendix 1 to JAR-FLC 2.240 & 2.295, changes in paragraph 2

Subpart G

- (a) Amendment of JAR-FCL 2.275, changes in paragraphs (b)

Subpart H

- (a) Amendment of JAR-FCL 2.320B, changes in paragraph (b)
- (b) Amendment of JAR-FCL 2.330B, changes in paragraph (b)
- (c) Amendment of Appendix 1 to JAR-FCL 2.305, changes in title and paragraphs (1)(ii) and (1)(iii)
- (d) Amendment of Appendix 1 to JAR-FCL 2.320D, changes in title and paragraphs 6 and 7
- (e) Amendment of Appendix 1 to JAR-FCL 2.320E, changes in title

SECTION 2

AMC/IEM A

- (a) Introduction AMC No. 1 to JAR-FCL 2.010
- (b) Introduction AMC No. 2 to JAR-FCL 2.010
- (c) Introduction IEM FCL 2.010

AMC/IEM H

## JAR-FCL 1

- (a) Amendment to AMC FCL 2.320D, changes in title
- (b) Amendment to IEM FCL 2.320G, changes in title and forms

### **[Amendment 6**

**01.02.07**

The seventh Issue of JAR-FCL 2 (helicopter) contains a number of amendments and introductions which reflect the results of NPA-FCL 26, Amendment 5.

The following introductions and/or amendments arising from NPA-FCL 26 have been made.

### SECTION 1

#### Subpart A

- (a) Amendment of JAR-FCL 2.005, changes in title and added new paragraph (b)(5)
- (b) Amendment of JAR-FCL 2.010, changes in title and added new paragraph (a)(4)
- (c) Amendment of JAR-FCL 2.025, changes in title and paragraph (b)(1)
- (d) Amendment of JAR-FCL 2.050, changes in title
- (e) Amendment of Appendix 1 to JAR-FCL 2.010, changes in paragraphs 2, 3, 4, 5 and 6

#### Subpart E

- (a) Amendment of Appendix 1 to JAR-FLC 2.200, changes in title and added new paragraph 3

#### Subpart F

- (a) Amendment of JAR-FCL 2.220, changes in title and paragraph (c)
- (b) Amendment of JAR-FCL 2.261, changes in title and paragraph (d)(1)
- (c) Amendment of Appendix 1 to JAR-FLC 2.240 & 2.295, changes in paragraph 2
- (d) Amendment of Appendix 3 to JAR-FLC 2.240, changes in title

#### Subpart H

- (a) Amendment of JAR-FCL 2.320B, changes in paragraph (b)
- (b) Amendment of JAR-FCL 2.330B, changes in paragraph (b)
- (c) Amendment of JAR-FCL 2.340F, changes in paragraph (c)
- (d) Amendment of JAR-FCL 2.350B, changes in paragraph (f)
- (e) Amendment of Appendix 1 to JAR-FCL 2.305, changes in title and paragraphs (1)(ii) and (iii)
- (f) Amendment of Appendix 1 to JAR-FCL 2.320D, changes in title

(g) Amendment of Appendix 2 to JAR-FCL 2.320E and 2.345, changes in title

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**SECTION 1 – REQUIREMENTS****1      *GENERAL***

This section contains the Requirements for Flight Crew Licensing (Helicopter). It is aligned wherever possible with JAR-FCL 1 (Aeroplane) but remains a 'stand alone' document for helicopter pilots.

**2      *PRESENTATION***

2.1      Each page is identified by the date of issue or the Amendment number under which it is amended or reissued.

2.2      Sub-headings are italic typeface.

2.3      New, amended and corrected text will be enclosed within heavy brackets until a subsequent amendment is issued.

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## SUBPART A – GENERAL REQUIREMENTS

JAR-FCL 2.001 (continued)

**JAR-FCL 2.001 Definitions and Abbreviations**  
(See IEM FCL 2.001)

*Category (of aircraft):*

Categorisation of aircraft according to specified basic characteristics, e.g. aeroplane, helicopter, glider, free balloon.

*Conversion (of a licence):*

The issue of a JAR-FCL licence on the basis of a licence issued by a non-JAA State.

*Co-pilot:*

“Co-pilot” means a pilot operating other than as pilot-in-command of a multi-pilot helicopter, but excluding a pilot who is on board the aircraft for the sole purpose of receiving flight instruction for a licence or rating.

*Dual instruction time:*

Flight time or instrument ground time during which a person is receiving flight instruction from a properly authorised instructor.

*Flight time:*

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

*Flight Simulation Training Device (FSTD)*

Any synthetic training device replicating in part or completely, a helicopter type, systems, and including a generic device used for general (non-specific) procedures as part of a training course and which has been approved for this purpose in accordance with JA-FSTD(H).

*Instrument time:*

Instrument flight time or instrument ground time.

*Instrument flight time:*

Time during which a pilot is controlling an aircraft in flight solely by reference to instruments.

*Instrument ground time:*

Time during which a pilot is receiving instruction in simulated instrument flight in synthetic training devices (STDs).

*Multi-crew co-operation:*

The functioning of the flight crew as a team of co-operating members led by the pilot-in-command.

*Multi-pilot helicopters:*

A type of helicopter that is required to be operated with a co-pilot as specified in the flight manual or by the air operator certificate or equivalent document.

*Multi-pilot operation:*

An operation approved by the Authority requiring at least two pilots using multi-crew co-operation on multi-pilot helicopters.

*Night:*

The period between the end of evening civil twilight and the beginning of morning civil twilight, or such other period between sunset and sunrise as may be prescribed by the appropriate Authority.

*Private pilot:*

A pilot who holds a licence which prohibits the piloting of aircraft in operations for which remuneration is given.

*Professional pilot:*

A pilot who holds a licence which permits the piloting of aircraft in operations for which remuneration is given.

*Proficiency checks:*

Demonstrations of skill to revalidate or renew ratings, and including such oral examination as the examiner may require.

*Rating:*

An entry in a licence stating special conditions, privileges or limitations pertaining to that licence.

*Renewal (of e.g. a rating or approval):*

The administrative action taken after a rating or approval has lapsed that renews the privileges of the rating or approval for a further specified period consequent upon the fulfillment of specified requirements.

*Revalidation (of e.g. a rating or approval):*

The administrative action taken within the period of validity of a rating or approval that allows the holder to continue to exercise the privileges of a rating or approval for a further specified period consequent upon the fulfillment of specified requirements.

*Single-pilot helicopters:*

Helicopters certificated for operation by one pilot.



JAR-OPS 2.001 (continued)

*Single-pilot operations:*

Operations conducted by only one pilot.

*Skill tests:*

Skill tests are demonstrations of skill for licence or rating issue, including such oral examination as the examiner may require.

*Solo flight time:*

Flight time during which a student pilot is the sole occupant of an aircraft.

*Flight time as student pilot-in-command (SPIC):*

Flight time during which the flight instructor will only observe the student acting as pilot-in-command and shall not influence or control the flight of the aircraft.

*Touring Motor Glider (TMG):*

A motor glider having a certificate of airworthiness issued or accepted by a JAA Member State having an integrally mounted, non-retractable engine and a non-retractable propeller plus those listed in Appendix 1 to JAR-FCL 1.215.

It shall be capable of taking off and climbing under its own power according to its flight manual.

*Type (of aircraft):*

All aircraft of the same basic design, including all modifications except those modifications which result in a change of handling, flight characteristics or flight crew complement.

For abbreviations see IEM FCL 2.001

[Amdt.1, 01.12.00; Amdt.2, 01.11.02; Amdt.3, 01.09.03, Amdt.4, 01.08.06]

**JAR-FCL 2.005 Applicability**

(See Appendix 1 to JAR-FCL 2.005)

(See AMC FCL 2.005 & 2.015)

[(See JAR-FCL 2.010(a)(4))]

**(a) General**

(1) The requirements set out in JAR-FCL shall apply to all arrangements made for training, testing and applications for the issue of licences, ratings, authorisations, approvals or certificates received by the Authority from 1 January 2000.

(2) (i) Whenever licences, ratings, authorisations, approvals or certificates are mentioned in JAR-FCL, these are meant to be licences, ratings, authorisations, approvals or

JAR-OPS 2.005(a)(2)(i) (continued)

certificates issued in accordance with JAR-FCL. In all other cases these documents are specified as e.g. ICAO or national licences.

(ii) Whenever experience requirements mention flight time, this means flight time in helicopters, unless specified otherwise.

(3) Whenever a reference is made in JAR-FCL to JAA Member State for the purpose of mutual recognition of licences, ratings, authorisations, approvals or certificates, this JAA full Member State.

(4) All synthetic training devices mentioned in JAR-FCL substituting an aircraft for training purposes are to be device qualified in accordance with JAR-STD(H) and user approved in accordance with JAR-FCL for the exercises to be conducted.

(5) Whenever a reference is made to aeroplanes this does not include micro-lights as defined nationally, unless otherwise specified.

(6) A licence issued on the basis of the training performed outside a JAA Member State, except training done according to JAR-FCL 2.055(a)(1), shall have an entry to limit the privileges to aircraft registered in the State of licence issue.

(7) Rating(s) issued on the basis of training performed outside a JAA Member State except training performed according to JAR-FCL 2.055(a)(1), shall be limited to aircraft registered in the State of licence issue.

**(b) Transitional arrangements**

(1) Training commenced prior to 1 January 2000 according to national regulations will be acceptable for the issue of licences or ratings under national regulations provided that training and testing is completed before 31 December 2002 for the applicable licence or rating.

(2) Licences and ratings, authorisations, approvals or medical certificates issued in accordance with the national regulations of JAA Member States before 1 January 2000 or issued in accordance with paragraph (1) above, shall continue to be valid with the same privileges, ratings and limitations, if any, provided that after 1 July 2000 all requirements for revalidation or renewal of such licences or ratings, authorisations, approvals or medical certificates shall be in accordance with the requirements of JAR-FCL, except as specified in sub paragraph (4).

JAR-FCL 2.005(b) (continued)

(3) Holders of a licence issued in accordance with the national regulations of a JAA Member State before 1 January 2000 or in accordance with (b)(1) above, may apply to the State of licence issue for the issue of the equivalent licence specified in JAR-FCL which extends the privileges to other States as set out in JAR-FCL 2.015(a)(1). For the issue of such licences, the holder shall meet the requirements set out in Appendix 1 to JAR-FCL 2.005.

(4) Holders of a licence issued in accordance with the national regulations of a JAA Member State who do not fully meet the Section 1 requirements of JAR-FCL 3 (Medical) shall be permitted to continue to exercise the privileges of the national licence held.

[(5) A. The Authorities of the JAA Member States shall, if applicable:

(i) Include a Language Proficiency endorsement in accordance with JAR-FCL 1.010(a)(4) in all new and re-issued licences. A pilot may have an endorsement for more than one language (see the Note in FCL 1.010(a)(4));

(ii) Prior to 5 March 2008, introduce a procedure so that existing licences have a Language Proficiency endorsement included in accordance with JAR-FCL 1.075(a)(2)(XIII).

*B. Holders of licences prior to 5 March 2008:*

Based on existing assessment methods, the Authority may make a language proficiency endorsement at level 4 (operational level) for licence holders with a radiotelephony operator certificate in English and other language, as appropriate.]

(c) *Continuation of examiners holding national authorisations.* Examiners holding national authorisations prior to implementation date may be authorised as JAR-FCL examiner provided that they have demonstrated a knowledge of JAR-FCL and JAR-OPS to the Authority. The authorisation will be for a maximum of 3 years. Thereafter re-authorisation will be subject to completion of the requirements set out in 2.425(a) and (b).

[Amdt.1, 01.12.00; Amdt.2, 01.11.02, Amdt.4, 01.08.06;  
Amdt.5, 01.12.06; Amdt.6, 01.02.07]

## **JAR-FCL 2.010 Basic authority to act as a flight crew member**

[(See Appendix 1 to JAR-FCL 2.010)

(See AMC No. 1 to JAR-FCL 2.010)]

### *(a) Licence and rating*

(1) A person shall not act as a flight crew member of a civil helicopter registered in a JAA Member State unless that person holds a valid licence and rating complying with the requirements of JAR-FCL and appropriate to the duties being performed, or an authorisation as set out in JAR-FCL 2.085 and/or 2.230. The licence shall have been issued by:

(i) a JAA Member State; or

(ii) another ICAO Contracting State and rendered valid in accordance with JAR-FCL 2.015(b) or (c).

(2) Pilots holding national motor gliders licences/ratings/authorisations are also permitted to operate touring motor gliders under national regulations.

(3) Pilots holding a restricted national private pilot's licence are permitted under national regulations to operate helicopters registered in the State of licence issue within that State's airspace.

[(4) From 5 March 2008, applicants for a licence and licence holders who are required to use the radio telephone shall demonstrate the ability to speak and understand the language used for radiotelephony communications in accordance with Appendix 1 to [ ]JAR-FCL 1.010. The language proficiency required must be at least Operational Level (level 4) of the ICAO Language Proficiency Rating (see Appendix 2 to JAR-FCL 1.010 and AMC No. 1 to JAR-FCL 1.010).

Note: These provisions refer to ICAO Annex 10, Volume II, Chapter 5, whereby the language used for radiotelephony communications may be the language normally used by the station on the ground or English. In practise, therefore, there will be situations whereby a licence holder will only need to speak the language normally used by the station on the ground.]

(b) *Exercise of privileges.* The holder of a licence, rating or authorisation shall not exercise privileges other than those granted by that licence, rating or authorisation.

JAR-FCL 2.010 (continued)

(c) *Appeals, Enforcement*

(1) A JAA Member State may at any time in accordance with its national procedures act on appeals, limit privileges, or suspend or revoke any licence, rating, authorisation, approval or certificate it has issued in accordance with the requirements of JAR-FCL if it is established that an applicant or a licence holder has not met, or no longer meets, the requirements of JAR-FCL or relevant national law of the State of licence issue.

(2) If a JAA Member State establishes that an applicant or licence holder of a JAR-FCL licence issued by another JAA Member State has not met, or no longer meets, the requirements of JAR-FCL or relevant national law of the State in which an aircraft is being flown, the JAA Member State shall inform the State of licence issue and the Licensing Division of the Central JAA. In accordance with its national law, a JAA Member State may direct that in the interest of safety an applicant or licence holder it has duly reported to the State of licence issue and the JAA for the above reason may not pilot aircraft registered in that State or pilot any aircraft in that State's airspace.

[Amdt.2, 01.11.02; Amdt.5, 01.12.06; Amdt.6, 01.02.07]

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

(See Appendix 1 to JAR-FCL 2.015)

(See Appendix 2 to JAR-FCL 2.015)

(See AMC FCL 2.005 &amp; 2.015)

(a) *Licences, ratings, authorisations, approvals or certificates issued by JAA Member States*

(1) Where a person, an organisation or a service has been licensed, issued with a rating, authorisation, approval or certificate by the Authority of a JAA Member State in accordance with the requirements of JAR-FCL and associated procedures, such licences, ratings, authorisations, approvals or certificates shall be accepted without formality by other JAA Member States.

(2) Training performed after 19 June 1997 and in accordance with all the requirements of JAR-FCL and associated procedures shall be accepted for the issuance of JAR-FCL licences and ratings, provided that

JAR-FCL 2.015(a)(2) (continued)

licences in accordance with JAR-FCL shall not be issued until after 31 December 1999.

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

(1) A licence issued by a non-JAA State may be rendered valid at the discretion of the Authority of a JAA Member State for use on aircraft registered in that JAA Member State in accordance with Appendix 1 to JAR-FCL 2.015.

(2) Validation of a professional pilot's licence and a private pilot licence with instrument rating shall not exceed one year from the date of validation, provided that the basic licence remains valid. Any further validation for use on aircraft registered in any JAA Member State is subject to agreement by the JAA Member States and to any conditions seen fit within the JAA. The use of a licence validated by a JAA Member State shall comply with the requirements stated in JAR-FCL.

(3) The requirements stated in (1) and (2) above shall not apply where aircraft registered in a JAA Member State are leased to an operator in a non-JAA State, provided that the State of the operator has accepted for the period of lease the responsibility for the technical and/or operational supervision in accordance with JAR-OPS 3.165. The licences of the flight crews of the non-JAA State operator may be validated at the discretion of the Authority of the JAA Member State concerned, provided that the privileges of the flight crew licence validation are restricted for use during the lease period only on nominated aircraft in specified operations and not involving a JAA operator, directly or indirectly, through a wet lease or other commercial arrangement.

(c) *Conversion of a licence issued by a non-JAA State.*

(1) A professional pilot licence and/or IR issued by a non-JAA State may be converted to a JAR-FCL licence provided that an arrangement exists between the JAA Member State and the non-JAA State. This arrangement shall be established on the basis of reciprocity of licence acceptance and shall ensure that an equivalent level of safety exists between the training and testing requirements of the JAA and the non-JAA State. Any arrangement entered into will be reviewed periodically, as agreed by the non-JAA State and the JAA. A licence converted according to such an arrangement shall have an entry indicating the non-JAA State upon which the conversion is based. Other Member States shall not be obliged to accept any such licence.

(2) A private pilot licence issued by a non-JAA Member State may be converted to a

## JAR-FCL 2.015(c)(2) (continued)

JAR-FCL licence with single-pilot type ratings by complying with the requirements shown in Appendix 2 to JAR-FCL 2.015.

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

[Amdt.2, 01.11.02; Amdt.3, 01.09.03]

**JAR-FCL 2.016 Credit given to a holder of a licence issued by a non-JAA Member State**

(a) An applicant for a JAR-FCL(H) licence and IR(H), if applicable, already holding at least an equivalent licence issued in accordance with ICAO Annex 1 by a non-JAA Member State shall meet all the requirements of JAR-FCL, except that the requirements of course duration, number of lessons and specific training hours may be reduced. The Authority may be guided as to the credits to be granted on the basis of a recommendation from an appropriate training organisation.

(b) The holder of an ATPL(H) with valid IR(H) issued in accordance with ICAO Annex 1 who meets the 1 000 hours flying experience requirements on multi-pilot helicopters as PIC or co-pilot of Appendix 1 to JAR-FCL 2.015 may be exempted from the requirements to undergo approved training prior to undertaking the theoretical knowledge examinations and the skill test, provided that the licence contains a valid multi-pilot type rating as PIC with IR(H) privileges for the helicopter to be used for the ATPL(H) and IR skill test in accordance with JAR-FCL 2.295.

(c) The holder of an ATPL(H) issued in accordance with ICAO Annex 1 who meets the 1000 hours flying experience requirements on multi-pilot helicopters as PIC or co-pilot of Appendix 1 to JAR-FCL 2.015 may be exempted from the requirements to undergo approved training prior to undertaking the theoretical knowledge examinations and the skill test, provided that the licence contains a valid multi-pilot helicopter type rating as PIC for the helicopter to be used for the ATPL(H) skill test in accordance with JAR-FCL 2.295.

[Amdt.1, 01.12.00; Amdt.2, 01.11.02, Amdt.4, 01.08.06]

**JAR-FCL 2.017 Authorisations/Ratings for special purposes**

Authorisations/Ratings for special purposes associated with a licence (e.g. IMC flying, crop

## JAR-FCL 2.017 (continued)

dusting, mountain flying, firefighting, etc.) may be established by the Authority in accordance with the requirements of that JAA Member State for use solely within that Member State's airspace. The use of such an authorisation/rating in another JAA Member State's airspace requires the prior agreement of the State(s) visited, except where a bilateral agreement exists.

[Amdt.1, 01.12.00]

**JAR-FCL 2.020 Credit for military service**  
(See Appendix 1 to JAR-FCL 2.005)

Application for credit:

Military flight crew members applying for licences and ratings specified in JAR-FCL shall apply to the Authority of the State for which they serve(d). The knowledge, experience and skill gained in military service will be credited towards the relevant requirements of JAR-FCL licences and ratings at the discretion of the Authority. The policy for the credit given shall be reported to the JAA. The privileges of such licences shall be restricted to aircraft registered in the State of licence issue until the requirements set out in the Appendix 1 to JAR-FCL 2.005 are met.

**JAR-FCL 2.025 Validity of licences and ratings**  
[(See JAR-FCL 2.010(a)(4))]  
(See IEM FCL 2.025)

(a) A licence holder shall not exercise the privileges granted by any licence or rating issued by a JAA Member State unless the holder maintains competency by meeting the relevant requirements of JAR-FCL.

(b) *Validity of the licence and revalidation of a rating*

(1) The validity of the licence is determined by the validity of the ratings contained therein and the medical certificate (see IEM FCL 2.025) [and, with reference to the use of radiotelephony in JAR-FCL 2.010(A)(4), a valid language proficiency endorsement.].

(2) When issuing or revalidating/renewing a rating, the Authority may extend the validity period of the rating until the end of the month in which the validity would otherwise expire, that date remains the expiry date of the rating.

## JAR-FCL 2.025 (continued)

(c) The licence will be issued for a maximum period of 5 years. Within this period of 5 years the licence will be re-issued by the Authority:

- (1) after initial issue or renewal of a rating;
- (2) when paragraph XII in the licence is completed and no further spaces remain;
- (3) for any administrative reason; or
- (4) at the discretion of the Authority when a rating is revalidated.

Valid ratings will be transferred to the new licence document by the Authority.

The licence holder shall apply to the Authority for the re-issue of the licence.

The application shall include the necessary documentation.

[Amdt.3, 01.09.03; Amdt.5, 01.12.06; Amdt.6, 01.02.07]

### JAR-FCL 2.026 Recent experience for pilots not operating in accordance with JAR-OPS 3

(a) A pilot shall not operate a helicopter as pilot-in-command carrying passengers unless that pilot has made three circuits, each to include take-offs and landings, as pilot flying in a helicopter of the same type or a flight simulator of the helicopter type to be used, in the preceding 90 days; and

(b) A co-pilot shall not operate as pilot at the flight controls of a helicopter carrying passengers during take-off and landing unless that co-pilot has operated as pilot flying during take-off and landing in a helicopter of the same type or a flight simulator, of the helicopter type to be used, in the preceding 90 days.

(c) The holder of a licence which does not include a valid instrument rating (helicopter) shall not act as pilot-in-command of a helicopter carrying passengers at night unless during the previous 90 days the licence holder fulfilled the requirements of JAR-FCL 2.026(a) by night.

[Amdt.1, 01.12.00]

### JAR-FCL 2.030 Arrangements for testing

(a) *Authorisation of examiners.* The Authority will designate and authorise as examiners suitably qualified persons of integrity to conduct on its

## JAR-FCL 2.030(a) (continued)

behalf, skill tests and proficiency checks. The minimum qualifications for examiners are set out in JAR-FCL 2 Subpart I. Examiners' responsibilities and privileges will be notified to them individually in writing by the Authority.

(b) *Number of examiners.* The Authority will determine the number of examiners it requires, taking account of the number and geographic distribution of its pilot population.

(c) *Notification of examiners.*

(1) The Authority will maintain a list of all examiners it has authorised stating for which roles they are authorised. The list will be made available to TRTOs, FTOs and registered facilities within the JAA Member State. The Authority will determine by which means the examiners will be allocated to the skill test.

(2) The Authority will advise each applicant of the examiner(s) it has designated for the conduct of the skill test for the issue of an ATPL(H).

(d) Examiners shall not test applicants to whom flight instruction has been given by them for that licence or rating except with the expressed consent in writing of the Authority.

(e) *Pre-requisites for applicants undergoing a skill test.* Before a skill test for the issue of a licence or rating is taken the applicant shall have passed the associated theoretical knowledge examination, provided that exceptions may be made by the Authority for applicants undergoing a course of integrated flying training. Instruction for the associated theoretical knowledge examination shall always have been completed before such skill tests are taken. Except for ATPL issue, the applicant for a skill test shall be recommended for the test by the organisation/person responsible for the training.

[Amdt.1, 01.12.00; Amdt.2, 01.11.02]

### JAR-FCL 2.035 Medical fitness

(a) *Fitness.* The holder of a medical certificate shall be mentally and physically fit to exercise safely the privileges of the applicable licence.

(b) *Requirement for medical certificate.* In order to apply for or to exercise the privileges of a licence, the applicant or the holder shall hold a medical certificate issued in accordance with the provisions of JAR-FCL 3 (Medical) and appropriate to the privileges of the licence.

(c) *Aeromedical disposition.* After completion of the examination the applicant shall be advised whether fit, unfit or referred to the Authority. The authorised medical examiner (AME) shall inform the applicant of any condition(s) (medical, operational or otherwise) that may restrict flying training and/or the privileges of any licence issued.

[Amdt.1, 01.12.00]

**JAR-FCL 2.040 Decrease in medical fitness**  
(See IEM FCL 3.040)

(a) Holders of a medical certificate shall not exercise the privileges of their licences, related ratings or authorisations at any time when they are aware of any decrease in their medical fitness which might render them unable to safely exercise those privileges.

(b) Holders of a medical certificate shall not take any prescription or non-prescription medication or drug, or undergo any other treatment, unless they are completely sure that the medication, drug or treatment will not have any adverse effect on their ability to perform safely their duties. If there is any doubt, advice is to be sought from the AMS, an AMC, or an AME. Further advice is given in JAR-FCL 3 (IEM FCL 3.040).

(c) Holders of a medical certificate shall, without undue delay, seek the advice of the AMS, an AMC or an AME when becoming aware of:

- (1) hospital or clinic admission for more than 12 hours; or
- (2) surgical operation or invasive procedure; or
- (3) the regular use of medication; or
- (4) the need for regular use of correcting lenses.

(d) Holders of medical certificates who are aware of:

- (1) any significant personal injury involving incapacity to function as a member of a flight crew; or
- (2) any illness involving incapacity to function as a member of a flight crew throughout a period of 21 days or more; or
- (3) being pregnant,

shall inform the Authority in writing of such injury or pregnancy, and as soon as the period of 21 days has elapsed in the case of

illness. The medical certificate shall be deemed to be suspended upon the occurrence of such injury or the elapse of such period of illness or the confirmation of the pregnancy, and:

(4) in the case of injury or illness the suspension shall be lifted upon the holder being medically examined under arrangements made by the Authority and being pronounced fit to function as a member of the flight crew, or upon the Authority exempting, subject to such conditions as it thinks fit, the holder from the requirement of a medical examination; and

(5) in the case of pregnancy, the suspension may be lifted by the Authority for such period and subject to such conditions as it thinks fit and shall cease upon the holder being medically examined under arrangements made by the Authority after the pregnancy has ended and being pronounced fit to resume her functions as a member of the flight crew.

[Amdt.1, 01.12.00]

**JAR-FCL 2.045 Special circumstances**

(a) It is recognised that the provisions of all parts of JAR-FCL will not cover every possible situation. Where the application of JAR-FCL would have anomalous consequences, or where the development of new training or testing concepts would not comply with the requirements, an applicant may ask the Authority concerned for an exemption. An exemption may be granted only if it can be shown that the exemption will ensure or lead to at least an equivalent level of safety.

(b) Exemptions are divided into short term exemptions and long term exemptions (more than 6 months). The granting of a long term exemption may only be undertaken in agreement with the JAA Licensing Sectorial Team.

[Amdt.2, 01.11.02]

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**JAR-FCL 2.050 Crediting of flight time and theoretical knowledge**

(See Appendix 1 to JAR-FCL 2.050)

(See Appendix 2 to JAR-FCL 2.050)

(See Appendix 3 to JAR-FCL 2.050)

[(See Appendix 4 to JAR-FCL 2.050)]

**(a) Crediting of flight time**

(1) Unless otherwise specified in JAR-FCL, flight time to be credited for a licence or rating 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 or rating is credited in full with all solo, dual instruction or pilot-in-command flight time towards the total flight time required for the licence or rating.

(ii) A graduate of an airline transport pilot integrated flying training course is entitled to be credited with up to 50 hours of student pilot-in-command time towards the pilot-in-command time required for the issue of the airline transport pilot licence, commercial pilot licence and a multi-engine type rating.

**(3) Co-pilot**

(i) The holder of a pilot licence, when acting as co-pilot, is entitled to be credited with all of the co-pilot time towards the total flight time required for a higher grade of pilot licence.

(ii) The holder of a pilot licence, when acting as co-pilot performing under the supervision of the pilot-in-command the functions and duties of a pilot-in-command, shall be entitled to be credited in full with this flight time towards the total flight time required for a higher grade of pilot licence, provided that the method of supervision is agreed with the Authority.

**(b) Crediting of theoretical knowledge**

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

(2) In order to obtain a PPL(H), the holder of a PPL(A), CPL(A) or ATPL(A) shall

## JAR-FCL 2.050(b) (continued)

fulfil the requirements specified in Appendix 1 to JAR-FCL 2.050.

(3) In order to obtain a CPL(H), the holder of a CPL(A) or (ATPL(A) shall fulfil the requirements specified in Appendix 2 to JAR-FCL 2.050.

(4) In order to obtain an ATPL(H), the holder of an ATPL(A) shall fulfil the requirements specified in Appendix 3 to JAR-FCL 2.050.

(5) The credits specified in paragraphs (b)(2), (b)(3) and (b)(4) above shall also apply to applicants having passed the theoretical knowledge examination in all subjects required for the issue of the relevant aeroplane pilot licence, provided they meet the acceptance period in accordance with JAR-FCL 1.495.

(6) An applicant having passed the theoretical knowledge examination for an ATPL(H) is credited with the theoretical knowledge requirements for PPL(H) and CPL(H).

(7) An applicant having passed the theoretical knowledge examination for a CPL(H) is credited with the theoretical knowledge requirements for a PPL(H).

(8) An applicant having passed the relevant theoretical knowledge examination for CPL(H) or IR(H) shall be credited with the theoretical knowledge requirements as specified in Appendix 4 to JAR-FCL 2.050.

(9) An applicant having passed the theoretical knowledge examination for a CPL(H) under previous amendments of JAR-FCL 2 up to and including Amendment 3 is credited with the theoretical knowledge requirements for ATPL(H).

(10) The holder of a CPL(H) gained under previous amendments of JAR-FCL 2 up to and including Amendment 3 is credited with the theoretical knowledge requirements for ATPL(H).

(11) The holder of a CPL(H) and IR(H) gained under previous amendments of JAR-FCL 2 up to and including Amendment 3 is credited with the theoretical knowledge requirements for ATPL(H) and IR(H).

[Amdt.1, 01.12.00, Amdt.4, 01.08.06; Amdt.5, 01.12.06;  
Amdt.6, 01.02.07]

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**JAR-FCL 2.055 Training organisations and registered facilities**

(See Appendix 1a, 1b, 1c, and Appendix 2 to JAR-FCL 2.055)

(See Appendix 2 to JAR-FCL 2.125)

(See Appendix 3 to JAR-FCL 2.055)

(a) (1) Flying training organisations (FTO's) wishing to offer training for licences and associated ratings whose principle place of business and registered office is located in a JAA Member State, will be granted approval by that State when in compliance with JAR-FCL. Requirements for approval of FTO's are given in Appendix 1a to JAR-FCL 2.055. Part of the training may be performed outside the JAA Member States (see also Appendix 1b to JAR-FCL 2.055).

(2) FTOs wishing to offer training for licences and associated ratings whose principal place of business and registered office is located outside the JAA Member States, may be granted approval by a JAA full Member Authority in respect of any such location:

(i) if an arrangement has been agreed between the JAA and the non-JAA Authority of the State in which the FTO has its principal place of business and registered office, providing for the participation of that Authority in the approval process and provide regulatory oversight of the FTO; or

(ii) (A) if adequate jurisdiction and supervision by the approving Authority can be assured;

(B) the relevant additional requirements of Appendix 1c to JAR-FCL 2.055 are satisfied; and

(C) an approval process in accordance with the administrative procedures accepted by the JAA is applied by the approving Authority.

(b) (1) Type rating training organisations (TRTOs) located in a JAA Member State, wishing to offer training for type ratings will be granted approval when in compliance with JAR-FCL and the approval will be given by that State. Requirements for approval of TRTOs are given in Appendix 2 to JAR-FCL 2.055.

JAR-FCL 2.055(b)(2) (continued)

(2) For TRTOs located outside a JAA Member States approval will be granted, when in compliance with JAR-FCL, by the State which receives the application. Requirements for approval of TRTOs are given in Appendix 2 to JAR-FCL 2.055.

(c) Facilities wishing to offer training for PPL only and located in the JAA Member States shall register for that purpose with the Authority (see JAR-FCL 2.125).

[Amdt.1, 01.12.00, Amdt.2, 01.11.02; Amdt.3, 01.09.03, Amdt.4, 01.08.06]

**JAR-FCL 2.060 Curtailment of privileges of licence holders aged 60 years or more**

(a) *Age 60–64.* 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 operations except:

(1) as a member of a multi-pilot crew and provided that,

(2) such holder is the only pilot in the flight crew who has attained age 60.

(b) *Age 65.* 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 operations.

**(CZ)JAR-FCL 2.060 Curtailment of privileges of licence holders aged 60 years or more (Czech Republic)**

*The holder of a pilot licence who has attained the age of 62 years shall not act as a pilot of an aircraft engaged in commercial air transport operations.*

**(F)JAR-FCL 2.060 Curtailment of privileges of licence holders aged 60 years or more (France)**

*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 operations.*

**(I)JAR-FCL 2.060 Curtailment of privileges of licence holders aged 60 years or more (Italy)**

*The holder of a pilot licence who has attained the age of 60 shall not act as a pilot of an aircraft engaged in commercial air transport operations.*

[Amdt.1, 01.12.00, Amdt.2, 01.11.02]



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

(a) An applicant shall demonstrate the satisfactory completion of all requirements for licence issue to the Authority of the 'State of licence issue' (see JAR-FCL 2.010(c)).

(b) In circumstances agreed by both Authorities, an applicant who has commenced training under the responsibility of one Authority may be permitted to complete the requirements under the responsibility of the other Authority.

The agreement shall allow for:

- (1) theoretical knowledge training and examinations;
- (2) medical examination and assessment;
- (3) flight training and testing.

The Authorities shall agree the 'State of licence issue'.

(c) Further ratings may be obtained under JAR-FCL requirements in any JAA Member State and will be entered into the licence by the State of licence issue.

(d) For administrative convenience, e.g. revalidation, the licence holder may subsequently transfer a licence issued by the State of licence issue to another JAA Member State, provided that employment or normal residency is established in that State (see JAR-FCL 2.070). That State would thereafter become the State of licence issue and would assume the responsibility for licence issue referred to in (a) above.

(e) An applicant shall hold only one JAR-FCL licence (Helicopter) and only one medical certificate at any time.

[Amdt.1, 01.12.00, Amdt.2, 01.11.02; Amdt.3, 01.09.03]

**JAR-FCL 2.070 Normal residency**

Normal residency means the place where a person usually lives for at least 185 days in each calendar year because of personal and occupational ties or, in the case of a person with no occupational ties, because of personal ties which show close links between that person and the place where she or he is living.

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**JAR-FCL 2.075 Format and specifications for flight crew licences**

(See Appendix 1 to JAR-FCL 2.075)

The flight crew licence issued by a JAA Member State in accordance with JAR-FCL will conform to the following specifications.

(a) *Content.* The item number shown will always be printed in association with the item heading. A standard JAA licence format is shown in Appendix 1 to JAR-FCL 2.075. Items I to XI are the 'permanent' items and items XII to XIV are the 'variable' items which may appear on a separate or detachable part of the main form. Any separate or detachable part shall be clearly identifiable as part of the licence.

**(1) Permanent items**

- (I) State of licence issue.
- (II) Title of licence.

(III) Serial number commencing with the postal code of the issuing State and followed by a code of numbers and/or letters in Arabic numerals and in Roman script.

(IV) Name of holder, (in Roman alphabet, if script of national language is other than Roman).

(V) Holder's address.

(VI) Nationality of holder.

(VII) Signature of holder.

(VIII) Authority and, where necessary, conditions under which the licence was issued.

(IX) Certification of validity and authorisation for the privileges granted.

(X) Signature of the officer issuing the licence and the date of issue.

(XI) Seal or stamp of the Authority.

**(2) Variable items**

(XII) Ratings – class, type, instructor, etc., with dates of expiry. Radio telephony (R/T) privileges may appear on the licence form or on a separate certificate.

(XIII) Remarks – i.e. special endorsements relating to limitations and endorsements for privileges[, including endorsements of language proficiency (see JAR-FCL 2.005(b)(5))].

JAR-FCL 2.075(a)(2) (continued)

(XIV) Any other details required by the Authority.

(b) *Material*. The paper or other material used will prevent or readily show any alterations or erasures. Any entries or deletions to the form will be clearly authorised by the Authority.

(c) *Colour*. White material will be used for pilot licences issued in accordance with JAR-FCL.

(d) *Language*. Licences shall be written in the national language and in English and such other languages as the Authority deems appropriate.

[Amdt.1, 01.12.00; Amdt.5, 01.12.06]

**JAR-FCL 2.080 Recording of flight time**

(a) Details of all flights flown as a pilot shall be kept in a reliable record in a logbook format acceptable to the Authority (see IEM FCL 2.080). Details of flights flown under JAR-OPS 3, may be recorded in an acceptable computerised format maintained by the operator. In this case an operator shall make the records of all flights operated by the pilot, including differences and familiarisation training, available on request to the flight crew member concerned.

(b) The record shall contain the following information:

(1) Personal details:

Name and address of the holder

(2) For each flight:

(i) Name of Pilot-in-command

(ii) Date (day, month, year) of flight

(iii) Place and time of departure and arrival (times (UTC) to be block time)

(iv) Type helicopter make, model and variant) and registration of helicopter

(v) SE, ME

(vi) Total time of flight

(vii) Accumulated total time of flight

(3) For each simulator or FNPT session:

(i) Type and qualification number of training device

(ii) Synthetic training device instruction

JAR-FCL 2.080 (b)(3) (continued)

(iii) Date (d/m/y)

(iv) Total time of session

(v) Accumulated total time

(4) Pilot function:

(i) Pilot-in-command (including solo, SPIC, PICUS time)

(ii) Co-pilot

(iii) Dual

(iv) Flight instructor/Flight examiner

(v) A remarks column will be provided to give details of specific functions e.g. SPIC, PICUS, instrument flight time\*, etc.

\* A pilot may log as instrument flight time only that time during which he operates the helicopter solely by reference to instruments, under actual or simulated instrument flight conditions.

(5) Operational conditions

(i) Night

(ii) IFR

(c) Logging of time

(1) Pilot-in-command flight time

(i) The holder of a licence may log as pilot-in-command time all of the flight time during which he is the pilot-in-command

(ii) The applicant for or the holder of a pilot licence may log as pilot-in-command time all solo flight time and flight time as student pilot-in-command provided that such SPIC time is countersigned by the instructor.

(iii) The holder of an instructor rating may log as pilot-in-command all flight time during which he acts as an instructor in a helicopter.

(iv) The holder of an examiner's authorisation may log as pilot-in-command all flight time during which he occupies a pilot's seat and acts as an examiner in a helicopter.

(v) A co-pilot acting as pilot-in-command under the supervision of the pilot-in-command on a multi-pilot helicopter may log all flight time as pilot-in-command under supervision, provided such pilot-in-command time under

JAR-FCL 2.080 (c)(1) (continued)

supervision is countersigned by the pilot-in-command. (see (c)(5))

(vi) If the holder of a licence carries out a number of flights upon the same day returning on each occasion to the same place of departure and the interval between successive flights does not exceed thirty minutes, such series of flights are to be recorded as a single entry.

(2) Co-pilot flight time

The holder of a pilot licence occupying a pilot seat as co-pilot may log all flight time as co-pilot flight time on a multi-pilot helicopter.

(3) Intentionally blank

(4) Instruction time

A summary of all time logged by an applicant for a licence or rating as flight instruction, instrument flight instruction, instrument ground time, etc. shall be certified by the appropriately rated and/or authorised instructor from whom it was received.

(5) PICUS (Pilot-in-command under supervision)

Provided that the method of supervision is acceptable to the Authority, a co-pilot may log as PIC flight time flown as PICUS, when all of the duties and functions of PIC on that flight were carried out, such that the intervention of the PIC in the interest of safety was not required.

(d) Presentation of flight time record

(1) The holder of a licence or a student pilot shall without undue delay present his flight time record for inspection upon request by an authorised representative of the Authority.

(2) A student pilot shall carry his flight time record logbook with him on all solo cross-country flights as evidence of the required instructor authorisations.

(e) Recording of flight time in multi-pilot helicopters

The Authority may approve a helicopter to be operated as a multi-pilot helicopter if it is:

(1) A multi-engine helicopter; and

(2) Adequately and permanently equipped for multi-pilot operations with a least:

(i) dual flight controls; and two independent sets of flight instruments, one in front of each pilot station; and

JAR-FCL 2.080(e)(2) (continued)

(ii) all controls necessary for the safe operations of the helicopter can be operated from either pilot seat.; and

(3) To be operated by a crew of at least two pilots qualified in accordance with JAR-FCL 2.250, and the approved flight procedures of the operator.

[Amdt.1, 01.12.00, Amdt.4, 01.08.06]

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**Appendix 1 to JAR–FCL 2.005****Minimum requirements for the issue of a JAR–FCL licence/authorisation on the basis of a national licence/authorisation issued in a JAA Member State.**

(See JAR–FCL 2.005(b)(3))

(See AMC FCL 2.005 &amp; 2.015)

**1 Pilot licences**

A pilot licence issued by a JAA Member State in accordance with the national requirements of that State may be replaced by a JAR–FCL licence subject, where applicable, to conditions. For the replacement of such licences the holder shall:

(a) complete, as a proficiency check, the type and instrument rating (IR, if applicable) revalidation requirements of JAR-FCL 2.245(b) relevant to the privileges of the licence held;

(b) (i) for ATPL(H) and CPL(H) demonstrate to the satisfaction of the Authority that a knowledge of the relevant parts of JAR-OPS 3 and JAR-FCL (see AMC FCL 2.005 & 2.015) has been acquired;

(ii) for PPL(H) only demonstrate to the satisfaction of the Authority that a knowledge of the relevant parts of JAA Requirements (see AMC FCL 2.125) has been acquired;

(c) demonstrate a knowledge of English in accordance with JAR–FCL 2.200 if IR privileges are held;

(d) comply with the experience requirements and any further requirements as set out in the table below:

National licence held	Total flying hours experience	Any further JAA requirements	Replacement JAR–FCL licence and conditions <i>(where applicable)</i>	Removal of conditions	
(1)	(2)	(3)	(4)	(5)	
ATPL(H) valid IR(H)	>1 000 as PIC on multi-pilot helicopters	none	ATPL(H) and IR	Not applicable	(a)
ATPL(H) no IR(H) privileges	>1 000 as PIC on multi-pilot helicopters	none	ATPL(H)		(b)
ATPL(H) valid IR(H)	>1 000 on multi-pilot helicopters	None	ATPL(H), and IR with type rating restricted to co-pilot	demonstrate ability to act as PIC as required by Appendix 1 to JAR–FCL 2.240 and 2.295 paras 9 to 15.	(c)
ATPL(H) no IR(H) privileges	>1 000 on multi-pilot helicopters	None	ATPL(H) type rating restricted to co-pilot	(i) demonstrate ability to act as PIC as required by Appendix 1 to JAR–FCL 2.240 and 2.295 paras 9 to 15.	(d)

## Appendix 1 to JAR-FCL 2.005 (continued)

National licence held	Total flying hours experience	Any further JAA requirements	Replacement JAR-FCL licence and conditions <i>(where applicable)</i>	Removal of conditions	
(1)	(2)	(3)	(4)	(5)	
ATPL(H) valid IR(H)	>500 on multi-pilot helicopters	Demonstrate to the Authority a knowledge of flight planning and flight performance as required by Appendix 1 to JAR-FCL 2.470	as (4)(c)	as (5)(c)	(e)
ATPL(H) no IR(H) privileges	>500 on multi-pilot helicopters	as (3)(e)	as (4)(d)	as (5)(d)	(f)
CPL/IR(H) and passed an ICAO ATPL(H) theory test in the JAA Member State of licence issue*	>500 on multi-pilot helicopters	(i) demonstrate to the Authority a knowledge of flight planning and flight performance as required by Appendix 1 to JAR-FCL 2.470;  (ii) meet remaining requirements of JAR-FCL 2.250(a)	CPL/IR(H) with JAR-FCL ATPL(H) theory credit	Not applicable	(g)
CPL/IR(H)	>500 hrs on multi-pilot helicopters	(i) to pass an examination for JAR-FCL ATPL(H) theoretical knowledge in the JAA Member State of licence issue *(see text below table)  (ii) meet remaining requirements of JAR-FCL 2.250(a)	CPL/IR(H) with JAR-FCL ATPL(H) theory credit	Not applicable	(h)
CPL/IR(H)	>500 as PIC on single-pilot helicopters	None	CPL/IR(H) with type ratings restricted to single-pilot helicopters	obtain multi-pilot type rating as required by JAR-FCL 2.240	(i)
CPL/IR(H)	<500 as PIC on single-pilot helicopters	Demonstrate to the Authority a knowledge of flight planning and flight performance as required by Appendix 1 to JAR-FCL 2.470	as (4)(h)		(j)
CPL(H)	>500 as PIC on single-pilot helicopters	night qualification, if applicable	CPL(H), with type ratings restricted to single-pilot helicopters		(k)
CPL(H)	<500 as PIC on single-pilot helicopters	night qualification, if applicable, demonstrate to the Authority a knowledge of flight performance and planning as required by Appendix 1 to JAR-FCL 2.470	as (4) (j)		(l)

## Appendix 1 to JAR-FCL 2.005 (continued)

National licence held	Total flying hours experience	Any further JAA requirements	Replacement JAR-FCL licence and conditions <i>(where applicable)</i>	Removal of conditions	
(1)	(2)	(3)	(4)	(5)	
PPL/IR(H)	≥ 75 in accordance with IFR	night qualification; if night flying privileges are not included in the instrument rating	PPL/IR(H) (the IR restricted to PPL)	demonstrate to the Authority a knowledge of flight performance and planning as required by Appendix 1 to JAR-FCL 2.470.	(m)
PPL(H)	≥ 75 on helicopters	demonstrate the use of radio navigation aids.	PPL (H)		(n)

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

## 2 Instructor ratings

National rating, authorisation or privileges held	Experience	Any further JAA requirements	Replacement JAA rating
(1)	(2)	(3)	(4)
FI(H)/IRI(H)/TRI(H)	as required under JAR-FCL 2 (Helicopter) for the relevant rating	demonstrate a knowledge of the relevant parts of JAR-FCL 2 (Helicopter) and JAR-OPS as set out in AMC FCL 2.005 and 2.015	FI(H)/IRI(H)/TRI(H)*

\*JAA Member States' instructors fulfilling all the above replacements requirement, but unable to obtain relevant JAR-FCL licence/rating(s) due to present implementation status of their State of licence issue, may be accepted to instruct for JAR-FCL licence and/or rating(s)

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## Appendix 1 to JAR-FCL 2.005 (continued)

## 3 SFI authorisation

A SFI authorisation issued by a JAA State in accordance with the national requirements of that State may be replaced by a JAR-FCL authorisation provided that the holder complies with the experience requirements and any further requirements as set out in the table below:

National authorisation held	Experience	Any further JAA requirements	Replacement JAA authorisation
(1)	(2)	(3)	(4)
SFI(H)	>1 000 hrs as pilot of MPH	(i) hold or have held a professional pilot licence issued by a JAA Member State or a non JAR-FCL professional licence acceptable to the Authority;  (ii) have completed the flight simulator content of the applicable type rating course including MCC.	SFI(H)
SFI(H)	3 years recent experience as a SFI acceptable to the Authority.	have completed the simulator content of the applicable type rating course including MCC	SFI(H)

This authorisation will be for a maximum period of 3 years.

Further re-authorisation will be subject to completion of the requirements set out in JAR-FCL 2.415.

## 4 STI authorisation

A STI authorisation issued by a JAA State in accordance with the national requirements of that State may be replaced by a JAR-FCL authorisation provided that the holder complies with the experience requirements and any further requirements as set out in the table below:

National authorisation held	Experience	Any further JAA requirements	Replacement JAA authorisation
(1)	(2)	(3)	(4)
STI(H)	> 500 hrs as pilot on SPH	(i) hold or have held a pilot licence issued by a JAA Member State or a non JAR-FCL licence acceptable to the Authority;  (ii) have completed a proficiency check in accordance with appendix 3 to JAR-FCL 2.240 in a FSTD appropriate to the instruction intended	STI(H)
STI(H)	3 years recent experience as a STI acceptable to the Authority.	have completed a proficiency check in accordance with appendix 3 to JAR-FCL 2.240 in a FSTD appropriate to the instruction intended	STI(H)

This authorisation will be for a maximum period of 3 years.

Further re-authorisation will be subject to completion of the requirements set out in JAR-FCL 2.360 F.

[Amdt.1, 01.12.00; Amdt.2, 01.11.02; Amdt.3, 01.09.03, Amdt.4, 01.08.06]

**Appendix 1 to JAR-FCL 2.010****Requirements for proficiency in languages used for radiotelephony communications**

(See JAR-FCL 2.010(a)(4))

(See AMC No. 1 to JAR-FCL 2.010)

(See AMC No. 2 to JAR-FCL 2.010)

(See IEM FCL 2.010)

- 1 The language proficiency requirements are applicable to the use of both phraseologies and plain language.
- 2 To meet the language proficiency requirements contained in JAR-FCL [ ]2.010(a)(4), an applicant for a licence or a licence holder shall demonstrate, in a manner acceptable to the Authority, the ability to:
  - a) communicate effectively in voice-only (telephone/radiotelephone) and in face-to-face situations;
  - b) communicate on common, and work-related topics with accuracy and clarity;
  - c) use appropriate communicative strategies, to exchange messages and to recognize and resolve misunderstandings (e.g. to check, confirm, or clarify information) in a general or work-related context;
  - d) handle successfully the linguistic challenges presented by a complication or unexpected turn of events that occurs within the context of a routine work situation or communicative task with which they are otherwise familiar; and
  - e) use a dialect or accent which is intelligible to the aeronautical community.
- 3 The Language Proficiency shall be formally re-evaluated at intervals determined by the Authority (see AMC No. 2 to JAR-FCL [ ]2.010 paragraphs 4 and 5).
- 4 The method of assessment and re-evaluation shall be determined by the Authority (see AMC No. 2 to JAR-FCL [ ]2.010).
- 5 A language assessment body offering service on behalf of an Authority of a JAA Member State shall be acceptable to that Authority (see AMC No. 2 to JAR-FCL [ ]2.010).
- 6 Where the language assessment referred to above meets the requirements stated in Appendix 1 to JAR-FCL [ ]2.200, it may be used for the purpose of extending the radiotelephony privileges in English in accordance with JAR-FCL [ ]2.200 paragraph (b).

[Amdt.5, 01.12.06; Amdt.6, 01.02.07]

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**Appendix 2 to JAR-FCL 2.010**  
**Language Proficiency Rating Scale**

(See JAR-FCL 2.010(a)(4))

(See AMC No. 1 to JAR-FCL 2.010)

(See AMC No. 2 to JAR-FCL 2.010)

(See IEM FCL 2.010)

LEVEL	PRONUNCIATION	STRUCTURE	VOCABULARY	FLUENCY	COMPREHENSION	INTERACTIONS
	Assumes a dialect and/or accent intelligible to the aeronautical community	Relevant grammatical structures and sentence patterns are determined by language functions appropriate to the task				
Operational (Level 4)	Pronunciation, stress, rhythm, and intonation are influenced by the first language or regional variation but only sometimes interfere with ease of understanding.	Basic grammatical structures and sentence patterns are used creatively and are usually well controlled. Errors may occur, particularly in unusual or unexpected circumstances, but rarely interfere with meaning.	Vocabulary range and accuracy are usually sufficient to communicate effectively on common, concrete, and work related topics. Can often paraphrase successfully when lacking vocabulary particularly in unusual or unexpected circumstances.	Produces stretches of language at an appropriate tempo. There may be occasional loss of fluency on transition from rehearsed or formulaic speech to spontaneous interaction, but this does not prevent effective communication. Can make limited use of discourse markers and connectors. Fillers are not distracting.	Comprehension is mostly accurate on common, concrete, and work related topics when the accent or variety used is sufficiently intelligible for an international community of users. When the speaker is confronted with a linguistic or situational complication or an unexpected turn of events, comprehension may be slower or require clarification strategies.	Responses are usually immediate, appropriate, and informative. Initiates and maintains exchanges even when dealing with an unexpected turn of events. Deals adequately with apparent misunderstandings by checking, confirming, or clarifying.

*Note: The Operational Level (Level 4) is the minimum required proficiency level for Radiotelephony communication.*

[Amdt.5, 01.12.06]

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**Appendix 1 to JAR–FCL 2.015****Minimum requirements for the validation of pilot licences of non-JAA States**

(See JAR–FCL 2.015)

1 The minimum requirements for the validation of a pilot licence of a non-JAA State by a JAA Member State are specified below.

Pilot licences for commercial air transportation and other professional activities

2 A pilot licence issued in accordance with ICAO Annex 1 by a non-JAA State may be validated subject to conditions by a JAA Member State in order to permit flights (other than for flight instruction) in helicopters registered in that JAA Member State. To validate such licences, the holder shall:

(a) complete, as a skill test, the type rating revalidation requirements of JAR–FCL 2.245 relevant to the privileges of the licence held;

(b) demonstrate to the satisfaction of the Authority that a knowledge of the relevant parts of JAR–OPS and JAR–FCL (see AMC FCL 2.005 and 2.015) has been acquired;

(c) demonstrate a knowledge of English in accordance with JAR–FCL 2.200;

(d) hold a valid JAR–FCL Class 1 medical certificate;

(e) meet any published additional requirements that the JAA Member State deems necessary; and

(f) comply with the experience requirements set out in column (2) of the following table in relation to the validation conditions specified in column (3):

Licence held	Total flying hours experience	Validation conditions	
(1)	(2)	(3)	
ATPL(H) valid IR	>1 000 hours as PIC on multi-pilot helicopters	Commercial air transport in multi-pilot helicopters as PIC in VFR and IR operations	(a)
ATPL(H) no IR privileges	>1 000 hours as PIC on multi-pilot helicopters	Commercial air transport in multi-pilot helicopters as PIC in VFR operations	(b)
ATPL(H) valid IR	>1 000 hours as pilot on multi-pilot helicopters	Commercial air transport in multi-pilot helicopters as co-pilot in VFR and IFR operations	(c)
ATPL(H) no IR privileges	>1 000 hours as pilot on multi-pilot helicopters	Commercial air transport in multi-pilot helicopters as co-pilot in VFR operations	(d)
CPL(H)/IR*	>1 000 hours as pilot on multi-pilot helicopters	Commercial air transport in multi-pilot helicopters as co-pilot	(e)
CPL(H)/IR	>1 000 hours as PIC in commercial air transport since gaining an IR	Commercial air transport in single-pilot helicopters as PIC	(f)
CPL(H) **	>700 hours in helicopters other than those certificated under JAR–27/29, including 200 hours in the activity role for which validation is sought, and 50 hours in that role in the last 12 months	Activities in helicopters other than commercial air transport	(g)

\*CPL/IR holders on multi-pilot helicopters shall have demonstrated ICAO ATPL level knowledge before validation

Appendix 1 to JAR-FCL 2.015 (continued)

### Private pilot licences with Instrument Rating

3 A private pilot licence with instrument rating issued in accordance with ICAO Annex 1 by a non-JAA State may be validated subject to conditions by a JAA Member State in order to permit flights (other than flight instruction) in helicopters registered in that JAA Member State. To validate such licences, the holder shall:

(a) complete, as a skill test, all sections of the type skill test in accordance with Appendix 1 and 3 to JAR-FCL 2.240;

(b) demonstrate to the satisfaction of the Authority in accordance with Subpart J, that a knowledge of Air Law and the Aeronautical Weather codes, subject number 050 10 03 01, as well as the Flight Planning & Performance (IR), subject number 030 00 00 00, Human Performance subject number 040 00 00 00 in accordance with Appendix 1 to JAR-FCL 2.470 has been acquired;

(c) demonstrate a knowledge of English in accordance with JAR-FCL 2.200;

(d) hold at least a valid JAR-FCL Class 2 medical certificate, including hearing requirements in accordance with JAR-FCL 3.355(b);

(e) hold R/T privileges acceptable to the Authority,

(f) comply with the experience requirements set out in column (2) of the following table:

Licence held	Total flying hours experience
(1)	(2)
PPL(H)/IR	> 100 hrs PIC instrument flight time

[Amdt.2, 01.11.02, Amdt.4, 01.08.06]

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**Appendix 2 to JAR-FCL 2.015****Conversion of a PPL(H) issued by a non-JAA Member State to a JAR-FCL PPL(H)**

(See JAR-FCL 2.015(c)(2))

The minimum requirements for the conversion of a private pilot licence(H) issued by a non-JAA Member State to a JAR-FCL(H) licence are:

- (a) the applicant shall hold a licence issued in accordance with ICAO Annex I;
- (b) the applicant shall hold at least a JAR-FCL Class 2 medical certificate;
- (c) to hold R/T privileges acceptable to the Authority,
- (d) the applicant shall comply with the requirements set out in the table below.

National licence held	Experience requirement	Any further JAA requirements
Current and valid national ICAO PPL(H)	≥100 hours as pilot of helicopters	<ul style="list-style-type: none"> <li>(a) Pass a written examination in Air Law and Human Performance and Limitations</li> <li>(b) Pass the PPL(H) skill test as set out in Appendix 1 to JAR-FCL 2.130 and 2.135 and Appendix 2 to JAR-FCL 2.135</li> <li>(c) Fulfil the relevant requirements of Subpart F</li> </ul>

[Amdt.2, 01.11.02]

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**Appendix 3 to JAR-FCL 2.015****Validation of pilot licences of non-JAA States for specific tasks of finite duration**

(See JAR-FCL 2.015)

(See Appendix 1 to JAR-FCL 2.015)

**TEMPORARY VALIDATION / AUTHORISATION OF NON-JAA PILOT LICENCES FOR HELICOPTER MANUFACTURER'S PILOTS**

1. A pilot license issued in accordance with ICAO Annex 1 by a non-JAA State, including an instructor rating or examiner authorisation issued by that State may be validated or otherwise authorised subject to conditions, for a maximum of 1 year, by a JAA Member State in order to permit flights to demonstrate, operate, ferry or test a helicopter registered in that JAA Member State. When validating a licence under the provisions of this Appendix, the non-JAA licence holder may be exempt from the requirements for validation of a non-JAA licence contained in Appendix 1 to JAR-FCL 2.015, subject to the following conditions:

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

- (a) Possess an appropriate licence, medical certificate, type ratings, and qualifications, to include instructor rating on type or examiner authorisation on type, valid in the non-JAA State for the duties proposed, and
- (b) Be employed by a helicopter manufacturer or a TRTO performing training on behalf of a helicopter manufacturer, and
- (c) Be limited to performing flight instruction and testing for initial issue of type ratings, the supervision of initial line flying by the operators' pilots, delivery or ferry flights, initial line flying, flight demonstrations or test flights.

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

[Amdt.5, 01.08.06]

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**Appendix 1 to JAR-FCL 2.050****Crediting of theoretical knowledge - Bridge instruction and examination requirements**

(See JAR-FCL 2.050(b)(2))

For the issue of a PPL(H), the holder of an aeroplane licence shall pass PPL(H) theoretical knowledge examinations (from AMC-FCL 2.125 Syllabus of theoretical knowledge for the Private Pilot Licence(Helicopter)) in the following topics:

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

[Amdt.1, 01.12.00, Amdt.4, 01.08.06]

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**Appendix 2 to JAR-FCL 2.050****Crediting of theoretical knowledge for the issue of a CPL(H) – Bridge instruction and examination requirements**

(See JAR-FCL 2.050(b)(3))

1. An applicant shall have received theoretical knowledge bridge instruction on an approved course at an approved flying training organisation (FTO) according to the syllabus subjects and headline topics below (refer to the Theoretical Knowledge Learning Objectives) :

021 00 00 00	AIRCRAFT GENERAL KNOWLEDGE – AIRFRAME AND SYSTEMS, ELECTRICS, POWERPLANT, EMERGENCY EQUIPMENT
021 02 00 00	AIRFRAME
021 04 00 00	LANDING GEAR, WHEELS, TYRES, BRAKES
021 05 00 00	FLIGHT CONTROLS
021 06 00 00	PNEUMATICS – PRESSURISATION AND AIR CONDITIONING
021 11 00 00	TURBINE ENGINES
021 13 00 00	OXYGEN SYSTEMS
021 14 00 00	HELICOPTER: MISCELLANEOUS SYSTEMS
021 15 00 00	HELICOPTER: ROTOR HEADS
021 16 00 00	HELICOPTER: TRANSMISSION
021 17 00 00	HELICOPTER: BLADES

022 00 00 00	AIRCRAFT GENERAL KNOWLEDGE – INSTRUMENTATION (H)
022 02 00 00	MEASUREMENT OF AIR DATA PARAMETERS
022 07 00 00	HELICOPTER: AUTOMATIC FLIGHT CONTROL SYSTEMS
022 12 00 00	ALERTING SYSTEMS, PROXIMITY SYSTEMS
022 13 00 00	INTEGRATED INSTRUMENTS – ELECTRONIC DISPLAYS
022 14 00 00	MAINTENANCE, MONITORING AND RECORDING SYSTEMS

030 00 00 00	FLIGHT PERFORMANCE AND PLANNING
031 00 00 00	MASS AND BALANCE – HELICOPTERS
031 01 00 00	PURPOSE OF MASS AND BALANCE CONSIDERATIONS
031 02 00 00	LOADING

033 00 00 00	FLIGHT PLANNING AND FLIGHT MONITORING
033 03 00 00	FUEL PLANNING

Appendix 2 to JAR-FCL 2.050 (continued)

034 00 00 00	PERFORMANCE – HELICOPTERS
034 01 00 00	GENERAL
034 02 00 00	PERFORMANCE CLASS 3 – SINGLE-ENGINE HELICOPTERS ONLY
034 03 00 00	PERFORMANCE CLASS 2
034 05 00 00	PERFORMANCE CLASS 1 – HELICOPTERS CERTIFICATED UNDER CS 29 ONLY

070 00 00 00	OPERATIONAL PROCEDURES – HELICOPTER
071 01 00 00	GENERAL REQUIREMENTS
071 02 00 00	SPECIAL OPERATIONAL PROCEDURES AND HAZARDS (GENERAL ASPECTS)
071 03 00 00	HELICOPTER EMERGENCY PROCEDURES

082 00 00 00	PRINCIPLES OF FLIGHT – HELICOPTER
082 01 00 00	SUBSONIC AERODYNAMICS
082 02 00 00	TRANSONIC AERODYNAMICS and COMPRESSIBILITY EFFECTS
082 03 00 00	ROTORCRAFT TYPES
082 04 00 00	MAIN ROTOR AERODYNAMICS
082 05 00 00	MAIN ROTOR MECHANICS
082 06 00 00	TAIL ROTORS
082 07 00 00	EQUILIBRIUM, STABILITY AND CONTROL
082 08 00 00	HELICOPTER FLIGHT MECHANICS

2. An applicant shall demonstrate a level of knowledge appropriate to the privileges granted to the holder of a CPL(H) and shall meet the requirements set out in JAR-FCL 2 (Helicopter) Subpart J.

The applicant shall pass theoretical bridge examinations in the following subjects: Aircraft General Knowledge, Flight Performance and Planning, Operational Procedures and Principles of Flight (Helicopter), as follows:

- a) the examination papers in subjects Flight Performance and Principles of Flight (Helicopter) are those defined in JAR-FCL 2.470(b).
- b) the examination papers in subjects Airframe and Systems, Electrics, Powerplant, Emergency Equipment, Instrumentation, Mass and Balance, Flight Planning and Flight Monitoring, and Operational Procedures shall cover the bridge topics defined in the syllabus above.

[Amdt.4, 01.08.06]



**Appendix 3 to JAR-FCL 2.050****Crediting of theoretical knowledge for the issue of a ATPL(H)– Bridge instruction and examination requirements**

(See JAR-FCL 2.050(b)(4))

1. An applicant shall have received theoretical knowledge bridge instruction on an approved course at an approved flying training organisation (FTO) according to the syllabus subjects and headline topics below (refer to the Joint Implementation Procedures for the detailed bridge syllabus) :

021 00 00 00	AIRCRAFT GENERAL KNOWLEDGE – AIRFRAME AND SYSTEMS, ELECTRICS, POWERPLANT, EMERGENCY EQUIPMENT
021 02 00 00	AIRFRAME
021 04 00 00	LANDING GEAR, WHEELS, TYRES, BRAKES
021 05 00 00	FLIGHT CONTROLS
021 06 00 00	PNEUMATICS – PRESSURISATION AND AIR CONDITIONING
021 11 00 00	TURBINE ENGINES
021 13 00 00	OXYGEN SYSTEMS
021 14 00 00	HELICOPTER: MISCELLANEOUS SYSTEMS
021 15 00 00	HELICOPTER: ROTOR HEADS
021 16 00 00	HELICOPTER: TRANSMISSION
021 17 00 00	HELICOPTER: BLADES

022 00 00 00	AIRCRAFT GENERAL KNOWLEDGE – INSTRUMENTATION (H)
022 02 00 00	MEASUREMENT OF AIR DATA PARAMETERS
022 07 00 00	HELICOPTER: AUTOMATIC FLIGHT CONTROL SYSTEMS
022 12 00 00	ALERTING SYSTEMS, PROXIMITY SYSTEMS
022 13 00 00	INTEGRATED INSTRUMENTS – ELECTRONIC DISPLAYS
022 14 00 00	MAINTENANCE, MONITORING AND RECORDING SYSTEMS

030 00 00 00	FLIGHT PERFORMANCE AND PLANNING
031 00 00 00	MASS AND BALANCE – HELICOPTERS
031 01 00 00	PURPOSE OF MASS AND BALANCE CONSIDERATIONS
031 04 00 00	MASS AND BALANCE DETAILS OF AIRCRAFT

033 00 00 00	FLIGHT PLANNING AND FLIGHT MONITORING
033 03 00 00	FUEL PLANNING

Appendix 3 to JAR-FCL 2.050 (continued)

034 00 00 00	PERFORMANCE – HELICOPTERS
034 01 00 00	GENERAL
034 02 00 00	PERFORMANCE CLASS 3 – SINGLE-ENGINE HELICOPTERS ONLY
034 03 00 00	PERFORMANCE CLASS 2
034 05 00 00	PERFORMANCE CLASS 1 – HELICOPTERS CERTIFICATED UNDER CS 29 ONLY

070 00 00 00	OPERATIONAL PROCEDURES – HELICOPTER
071 01 00 00	GENERAL REQUIREMENTS
071 02 00 00	SPECIAL OPERATIONAL PROCEDURES AND HAZARDS (GENERAL ASPECTS)
071 03 00 00	HELICOPTER EMERGENCY PROCEDURES

082 00 00 00	PRINCIPLES OF FLIGHT – HELICOPTER
082 01 00 00	SUBSONIC AERODYNAMICS
082 02 00 00	TRANSONIC AERODYNAMICS and COMPRESSIBILITY EFFECTS
082 03 00 00	ROTORCRAFT TYPES
082 04 00 00	MAIN ROTOR AERODYNAMICS
082 05 00 00	MAIN ROTOR MECHANICS
082 06 00 00	TAIL ROTORS
082 07 00 00	EQUILIBRIUM, STABILITY AND CONTROL
082 08 00 00	HELICOPTER FLIGHT MECHANICS

2. An applicant shall demonstrate a level of knowledge appropriate to the privileges granted to the holder of a ATPL(H) and shall meet the requirements set out in JAR-FCL 2 (Helicopter) Subpart J.

The applicant shall pass theoretical bridge examinations in the following subjects: Aircraft General Knowledge, Flight Performance and Planning, Operational Procedures and Principles of Flight (Helicopter), as follows:

- c) the examination papers in subjects Flight Performance and Principles of Flight (Helicopter) are those defined in JAR-FCL 2.470(a).
- d) the examination papers in subjects Airframe and Systems, Electrics, Powerplant, Emergency Equipment, Instrumentation, Mass and Balance, Flight Planning and Flight Monitoring, and Operational Procedures shall cover the bridge topics defined in the syllabus above.

[Amdt.4, 01.08.06]

**Appendix 4 to JAR-FCL 2.050****Crediting of theoretical knowledge requirements for the issue of a CPL(H), an IR(H) or an ATPL(H)**  
(See JAR-FCL 2.050(b)(8))

1. An applicant for an IR(H) having passed the relevant theoretical examinations for a CPL(H) is credited towards the theoretical knowledge requirements in the following subjects:
  - Human Performance and Limitations
  - Meteorology
2. An applicant for a CPL(H) having passed the relevant theoretical examinations for an IR(H) is credited towards the theoretical knowledge requirements in the following subjects:
  - Human Performance and Limitations
  - Meteorology
3. An applicant for an ATPL(H), or an applicant for an ATPL(H) with an IR(H), having passed the relevant theoretical examinations for a CPL(H) is credited towards the theoretical knowledge requirements in the following subjects:
  - Performance (Helicopter)
  - Principles of Flight (Helicopter)
  - VFR Communications
4. An applicant for an ATPL(H) with an IR(H) having passed the relevant theoretical examinations for an ATPL(H) is credited towards the theoretical knowledge requirements in the following subjects:
  - Aircraft General Knowledge – Airframe/Systems/Powerplant
  - Aircraft General Knowledge – Instrumentation
  - Mass and Balance
  - Performance (Helicopter)
  - Human Performance and Limitations
  - Meteorology
  - General Navigation
  - Principles of Flight (Helicopter)
  - VFR Communications

[Amdt.4, 01.08.06]

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

(See JAR-FCL 2.055)

(See AMC-FCL 2.261(c)(2))

(See IEM No. 1 to JAR-FCL 2.055)

(See IEM No. 2 to JAR-FCL 2.055)

(See IEM No. 3 to JAR-FCL 2.055)

(See IEM No. 4 to JAR-FCL 2.055)

**INTRODUCTION**

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

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

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

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

**OBTAINING APPROVAL**

3 An FTO seeking approval shall provide to the Authority such operations and training manuals as required by paragraphs 32 and 33. An FTO shall establish procedures acceptable to the Authority to ensure compliance with all relevant JAR-FCL requirements. The procedures shall include a quality system (See AMC-FCL 2.055 and IEM FCL No. 1 to JAR-FCL 2.055) within the FTO to readily detect any deficiencies for self-remedial action. After consideration of the application the FTO will be inspected to ensure that it meets the requirements set out in this Appendix. Subject to satisfactory inspection, approval of the FTO will initially be granted for a period of one year, revalidation of the approval may be granted for further periods of up to three years. No Authority is obliged to grant an approval for a FTO outside the JAA Member States if the personnel resources are not available or the cost of processing the application for approval and inspections puts undue burden on the Authority.

4 All training courses shall be approved (see IEM FCL 2.055 (to be developed)).

5 The Authority will monitor course standards and will sample training flights with students. During such visits, access shall be given by the FTO to training records, authorisation sheets, technical logs, lectures, study notes and briefings and any other relevant material. A copy of the report on a visit to an FTO will be made available by the Authority to that FTO.

6 Approval will be varied, suspended or revoked by the Authority if any of the approval requirements or standards cease to be maintained to the minimum approved level.

7 If an FTO wishes to make changes to an approved course or to its operations or training manual the approval of the Authority shall be obtained before the changes are implemented. FTOs need not advise the Authority of minor changes in day-to-day operations. Where any doubt exists as to whether a proposed change is minor, the Authority shall be consulted.

8 An FTO may make training arrangements with other training organisations or make use of alternative base aerodromes as part of its overall training organisation, subject to the approval of the Authority.

**Financial resources**

9 (a) An FTO shall satisfy the Authority that sufficient funding is available to conduct training to the approved standards. (see IEM No. 2 to JAR-FCL 2.055)

Appendix 1a to JAR-FCL 2.055 (continued)

(b) An FTO shall nominate a person acceptable to the Authority who shall satisfy the Authority that sufficient funding is available to conduct training to approved standard. Such person shall be known as the Accountable Manager.

#### MANAGEMENT AND STAFFING

10 The management structure shall ensure supervision of all grades of staff by persons having the experience and qualities necessary to ensure the maintenance of high standards. Details of the management structure, indicating individual responsibilities, shall be included in the FTO's Operations Manual.

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

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

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

12 The number of part time instructors in relation to the scope of training offered shall be acceptable to the Authority.

13 The ratio of all students to flight instructors, excluding the HT, shall not normally exceed 6:1. Class numbers in ground subjects involving a high degree of supervision or practical work shall not normally exceed 12 students.

#### HEAD OF TRAINING (HT)

14 The HT shall have overall responsibility for ensuring satisfactory integration of flying training, synthetic flight training and theoretical knowledge instruction, and for supervising the progress of individual students. The HT shall have had extensive experience in training as a flight instructor for professional pilot licences and possess a sound managerial capability. The HT shall hold or have held in the three years prior to first appointment as a HT, a professional pilot licence and rating(s) issued in accordance with ICAO Annex 1, related to the flying training courses conducted.

#### CHIEF FLYING INSTRUCTOR (CFI)

15 The CFI shall be responsible for the supervision of flight and synthetic flight instructors and for the standardisation of all flight instruction and synthetic flight instruction. The CFI shall:

- (a) hold the highest professional pilot licence related to the flying training courses conducted;
  - (b) hold the rating(s) related to the flying training courses conducted;
  - (c) hold a flight instructor authorisation for at least one of the types of helicopter used on the course;
- and
- (d) have completed on helicopters 1 000 hours pilot-in-command flight time of which a minimum of 500 hours shall be on helicopters flying instructional duties related to the flying courses conducted of which 200 hours may be instrument ground time.

#### INSTRUCTORS, OTHER THAN SYNTHETIC FLIGHT INSTRUCTORS AND SYNTHETIC TRAINING INSTRUCTORS

16 Instructors shall hold:

- (a) a professional pilot licence and rating(s) related to the flying training courses they are appointed to conduct;

Appendix 1a to JAR-FCL 2.055 (continued)

(b) an instructor rating relevant to the part of the course being conducted e.g. instrument rating instructor, flight instructor, type/rating instructor, as appropriate; or

(c) an authorisation from the Authority to conduct specific training in an FTO (see JAR-FCL 2.305).

17 The maximum flying hours, maximum flying duty hours and minimum rest time between instructional duties of instructors shall be acceptable to the Authority.

#### INSTRUCTORS FOR SYNTHETIC FLIGHT TRAINING

18 For flight training duties on a FTD and a FNPT I, instructors shall hold or have held 3 years prior to the first appointment, a professional pilot licence and rating(s), except for SFIs having an authorisation according to item 3 of Appendix 1 to JAR-FCL 2.005, appropriate to the training courses they are appointed to conduct, and have had instructional training experience. For flight training duties on a flight simulator and/or FNPT II, instructors shall hold an FI(H) rating or a TRI (MPH) rating or a SFI(H) authorisation.

#### CHIEF GROUND INSTRUCTOR (CGI)

19 The CGI shall be responsible for the supervision of all ground instructors and for the standardisation of all theoretical knowledge instruction. The CGI shall have a practical background in aviation and have undergone a course of training in instructional techniques or have had extensive previous experience in giving theoretical knowledge instruction.

#### THEORETICAL KNOWLEDGE INSTRUCTORS

20 Ground Instructors in licence and ratings examination subjects shall have appropriate experience in aviation and shall, before appointment, provide proof of their competency by giving a test lecture based on material they have developed for the subjects they are required to teach.

#### RECORDS

21 An FTO shall maintain and retain the following records for a period of at least 5 years, using appropriate administrative staff:

- (a) details of ground, flying, and simulated flight training given to individual students;
- (b) detailed and regular progress reports from instructors including assessments, and regular progress flight tests and ground examinations; and
- (c) personal information, e.g. expiry dates of medical certificates, ratings, etc.

22 The format of the student training records shall be specified in the Training Manual.

23 The FTO shall submit training records and reports as required by the Authority.

#### TRAINING PROGRAMME

24 A training programme shall be developed for each type of course offered. This programme shall include a breakdown of flying and theoretical knowledge instruction in either a week-by-week or phase presentation, a list of standard exercises and a syllabus summary. In particular, synthetic flight training and theoretical knowledge instruction shall be phased in such a manner as to ensure that students shall be able to apply to flying exercises the knowledge gained on the ground. Arrangements should be made so that problems encountered in instruction can be resolved during subsequent training. The content and sequence of the training programme shall be acceptable to the Authority.

#### TRAINING AND TESTING HELICOPTER(S)

25 An adequate number of training and testing helicopters appropriate to the courses of training and testing shall be provided. This number may be affected by the availability of STDs. Each helicopter shall be fitted with duplicated primary flight controls for use by the instructor and the student. Swing-over flight controls shall not be acceptable. The helicopter(s) shall include, as appropriate to the courses of training, helicopter(s) suitable

Appendix 1a to JAR-FCL 2.055 (continued)

for auto-rotation demonstration and helicopter(s) suitably equipped to simulate instrument meteorological conditions, and suitably equipped for the instrument flight training and testing required. For flight training and testing for IR(H), an adequate number of IFR certificated helicopters shall be available.

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

#### AERODROMES AND SITES

27 The base aerodrome, and any alternative base aerodrome, at which training is being conducted shall meet the following requirements.

(a) Have at least one runway or take-off/landing area that allows training helicopter to make a normal take-off or landing at the maximum take-off or maximum landing mass authorised, and touch down autorotation as appropriate:

(i) under calm wind (not more than four knots) conditions and temperatures equal to the mean high temperature for the hottest month of the year in the operating area;

(ii) clearing all obstacles in the take-off flight path by at least 50 feet;

(iii) with the powerplant operation and the landing gear (if applicable) recommended by the manufacturer; and

(iv) with a smooth transition from lift-off to the best rate of climb speed without exceptional piloting skills or techniques.

(b) Have a wind direction indicator that is visible at ground level from the ends of each runway, take-off/landing area.

(c) Have adequate runways/take-off/landing area lights if used for night training.

(d) Have an air traffic control service except where, with the approval of the Authority, the training requirements may be satisfied safely by another means of air/ground communications.

28 Sites shall be available for:

- confined area operation training
- simulated engine off autorotation
- sloping ground operation

#### FLIGHT OPERATIONS ACCOMMODATION

29 The following accommodation shall be available:

(a) An operations room with facilities to control flying operations.

(b) A flight planning room with the following facilities:

- appropriate current maps and charts
- current AIS information
- current meteorological information
- communications to ATC and the operations room
- maps showing standard cross-country routes
- maps showing current prohibited, danger and confined areas
- any other flight safety related material.

(c) Adequate briefing rooms/cubicles of sufficient size and number.

(d) Suitable offices for the supervisory staff and room(s) to allow flying instructors to write reports on students, complete records, etc.

(e) Furnished crew-room(s) for instructors and students.

Appendix 1a to JAR-FCL 2.055 (continued)

#### THEORETICAL KNOWLEDGE INSTRUCTION FACILITIES

30 The following facilities for theoretical knowledge instruction shall be available:

- (a) Adequate classroom accommodation for the current student population.
- (b) Suitable demonstration equipment to support the theoretical knowledge instruction.
- (c) An R/T training and testing facility.
- (d) A reference library containing publications giving coverage of the syllabus.
- (e) Offices for the instructional staff.

#### REQUIREMENTS FOR ENTRY TO TRAINING

31 A student accepted for training shall possess the appropriate medical certificate for the licence required and shall meet the entrance requirements set by the FTO, as approved by the Authority.

#### TRAINING MANUAL AND OPERATIONS MANUAL

32 The Training Manuals shall state the standards, objectives and training goals for each phase of training that the students are required to comply with and shall include the following:

Part 1 - The Training Plan

Part 2 - Briefing and Air Exercises

Part 3 - Synthetic Flight Training

Part 4 - Theoretical Knowledge Instruction

For further guidance see IEM No. 3 to JAR-FCL 2.055.

33 The Operations Manual shall provide relevant information to particular groups of staff, e.g. FIs, synthetic flight instructors, ground instructors, operations and maintenance staff, etc., and shall include the following:

- (a) General
- (b) Technical
- (c) Route
- (d) Staff Training

For further guidance see IEM No. 3 to JAR-FCL 2.055.

[Amdt.1, 01.12.00, Amdt.2, 01.11.02; Amdt.3, 01.09.03, Amdt.4, 01.08.06]

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**Appendix 1b to JAR-FCL 2.055****Partial Training outside JAA Member States**

(See JAR-FCL 2.030)

(See JAR-FCL 2.055(a)(1))

(See JAR-FCL 2.485)

(See Appendix 1a to JAR-FCL 2.055)

(See Appendix 1 to JAR-FCL 2.305)

FTOs partly training outside the territories of a JAA Member State may perform training according to the following:

(a) Provided the requirements set out in this Appendix are met, approval may be granted. Provided that the approving Authority considers proper supervision to be possible, training will be confined to all or part of the ATP(H) integrated course (see Appendix 1 to JAR-FCL 2.305).

(b) The navigation progress check as in Phase 2 in the ATP(H) integrated course may be conducted by a locally based flight instructor not connected with the applicant's training, provided that the instructor holds a JAR-FCL licence containing FI privileges, as appropriate. On completion of the required training, the skill test for a CPL(H) in the ATP(H) integrated course may be taken with a locally based Flight Examiner (Helicopter) (FE(H)), provided that the examiner is authorised in accordance with JAR-FCL 2 Subpart I and completely independent from the relevant FTO except with the express consent in writing of the Authority.

(c) The skill test for the instrument rating is to be taken in any JAA Member State at the discretion of the Authority that approves the training. A FTO providing approved training for the instrument rating outside JAA Member States will need to make arrangements for the approved course to include acclimatisation flying in the JAA Member State of the approving Authority or in the airspace of any JAA Member State at the discretion of the approving Authority prior to any student taking the instrument rating skill test.

(d) Instruction for ATPL theoretical knowledge may be given at an FTO conducting approved training outside JAA Member States. The theoretical knowledge examinations for licence or rating issue shall be conducted by the Authority of the State of licence issue (see JAR-FCL 2.485). The arrangements for testing (see JAR-FCL 2.030) shall be carefully considered in regard to their training outside JAA Member States.

(e) Instruction may only be given under the direct control of a CFI(H) or nominated deputy holding a JAR-FCL licence and instructor rating as set out in paragraph 15 of Appendix 1a to JAR-FCL 2.055, who is to be present when training is given in the non-JAA Member State.

[Amdt.1, 01.12.00, Amdt.2, 01.11.02; Amdt.4, 01.08.06]

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**Appendix 1c to JAR-FCL 2.055****Additional Requirements for training in FTOs whose principal place of business and registered office are located outside the JAA States**

(See JAR-FCL 2.055(a)(2))

(See Appendix 1a to JAR-FCL 2.055)

(See Appendix 1 to JAR-FCL 2.305)

**APPROVAL PROCESS**

1 FTOs whose principal place of business and registered office are located outside the JAA States wishing to train for JAR-FCL licences and associated ratings shall apply for approval of such courses to a National Aviation Authority of any full JAA Member State. Approval will be subject to:

(a) The FTO shall meet the requirements of Appendix 1a to JAR-FCL 2.055 and any additional requirements of this Appendix; and

(b) The Authority to which application has been made considers it possible to discharge its regulatory responsibilities for the approval process and an adequate level of supervision as required by the agreed JAA procedures. The cost and process of approval and supervision shall not put undue burden on the resources of the Authority; and

(c) The approving JAA National Aviation Authority can ensure adequate jurisdiction over the FTO during the approval process and the conduct of subsequent training courses.

(d) The National Aviation Authority of the non-JAA State in which the FTO has its principal place of business and registered office may assist the Authority of a JAA Member State in the approval process and provide oversight of training courses subject to an arrangement being agreed between the JAA and that non-JAA State.

2 Subject to satisfactory inspection, the approval of the FTO will be granted for a period of one year, revalidation of the approval may be granted for further periods of one year.

**JURISDICTION**

3 In the context of approval of FTOs located outside JAA Member States, the term 'adequate jurisdiction' shall mean that the Authority of the approving State shall be able to:

(a) conduct initial and routine inspections of the FTO located in that non-JAA State to ensure compliance with the requirements of JAR-FCL; and

(b) conduct flight tests and other standardisation checks as deemed necessary by the approving Authority; and

(c) discharge its legal responsibilities for the grant, variation, suspension or revocation of approvals in accordance with the applicable law of the approving JAA Member State.

The approving Authority may, subject to an arrangement between the JAA and the non-JAA Authority of the State in which the FTO has its principal place of business and registered office, delegate responsibility for the provisions of paragraph 3(a) above to that non-JAA Authority.

**FTOs TRAINING FOR PROFESSIONAL LICENCES AND RATINGS**

4 Provided that the requirements set out in this Appendix are met, approval may be granted if the approving Authority considers adequate supervision in accordance with JAA procedures to be possible.

5 The skill test for the Instrument Rating shall be conducted in the JAA Member State of the approving Authority. FTOs shall make arrangements for the approved course to include acclimatisation flying within the JAA Member State of the approving Authority or any other JAA Member State at the discretion of the approving Authority prior to any student taking the instrument rating skill test with an examiner authorised by the approving Authority.

6 The navigation progress test in Phase 2 of the ATP(H) integrated course may be conducted by a locally-based FI(H) approved by the JAA approving Authority and not connected with the applicant's training,

Appendix 1c to JAR-FCL 2.055 (continued)

provided that the instructor holds a JAR-FCL licence containing FI(H), as appropriate. On completion of the required training, the skill test for the CPL(H) of the ATP(H) integrated course may be taken with a locally-based FE(H) designated and authorised by the JAA approving Authority, provided that the examiner is authorised in accordance with JAR-FCL Subpart I and completely independent from the FTO except with the expressed consent in writing of the approving Authority.

#### FTOs TRAINING FOR THE PPL(H) AND ASSOCIATED RATINGS ONLY

7 Provided that the requirements of this Appendix are met, approval to conduct courses for the JAR-FCL PPL(H) and associated ratings may be granted if the approving Authority considers adequate supervision in accordance with JAA procedures to be possible.

8 Training helicopters, airfields and navigation training routes used for PPL(H) training shall be acceptable to the approving Authority.

9 On completion of the required training the PPL(H) skill test may be taken by a locally-based FE(H) authorised by the approving Authority provided that the examiner has taken no part in the student's flight instruction.

10 The Training and Operations Manuals required by Appendix 1a to JAR-FCL 2.055 may, for FTOs conducting training for the PPL(H) and associated ratings only, be combined and contain only those references relevant to training for the PPL(H).

#### THEORETICAL KNOWLEDGE

11 Training for theoretical knowledge may be given at a FTO conducting approved training outside the JAA Member States. The theoretical knowledge examinations for licence or rating issue shall be conducted by the approving Authority (see JAR-FCL 2.485).

[Amdt.2, 01.11.02; Amdt.4, 01.08.06]

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

(See also JAR-FCL 2.261(c) and (d) for approval of courses)

(See JAR-FCL 2.055)

(See also JAR-FCL 2.261(c)&(d) for approval of courses)

(See IEM No. 1 to JAR-FCL 2.055)

(See IEM No. 2 to JAR-FCL 2.055)

(See IEM No. 3 to JAR-FCL 2.055)

(See AMC FCL 2.261(c)(2))

**INTRODUCTION**

1 A Type Rating Training Organisation (TRTO) is an organisation staffed, equipped and operated in a suitable environment offering type rating training, and/or MCC-training, and/or synthetic flight instruction and, if applicable, theoretical instruction for specific training programmes.

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

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

This Appendix gives the requirements for the issue, revalidation and variation of the approval of a TRTO.

**OBTAINING APPROVAL**

3 A TRTO seeking approval shall provide to the Authority operations and training manuals, including quality systems, and descriptions of its training schemes as required by paragraph 17 and 26 through 27. After consideration of the application, the TRTO will be inspected to ensure that it meets the requirements set out in this Appendix. Subject to satisfactory inspection, approval of the TRTO will initially be granted for a period of one year, revalidation of the approval may be granted for further periods of up to three years. No Authority is obliged to grant an approval for a TRTO outside the JAA Member States if the personnel resources are not available or the cost of processing the application for approval and inspections puts undue burden on the Authority.

4 All training courses shall be approved ( IEM to be developed).

5 Approval will be varied, suspended or revoked by the Authority if any of the approval requirements or standards cease to be maintained to the minimum approved level.

6 If a TRTO wishes to make changes to an approved course or to its operations or training manual the approval of the Authority shall be obtained before the changes are implemented. TRTOs need not advise the Authority of minor changes in day-to-day operations. Where any doubt exists as to whether a proposed change is minor, the Authority shall be consulted.

7 A TRTO may make training arrangements with other training organisations or make use of alternative base aerodromes as part of its overall training organisation, subject to the approval of the Authority.

**FINANCIAL RESOURCES**

8 (a) A TRTO shall satisfy the Authority that sufficient funding is available to conduct flying training to the approved standards. (See IEM No. 2 to JAR-FCL 2.055)

(b) A TRTO shall nominate a person acceptable to the Authority who shall satisfy the Authority that sufficient funding is available to conduct training to approved standard. Such person shall be known as the Accountable Manager.

**INSPECTION**

9 In addition to the initial inspection, the Authority will make certain inspections to determine the TRTO's compliance with JARs and the approval.

## Appendix 2 to JAR-FCL 2.055 (continued)

10 During such visits, access shall be given by the TRTO to training records, authorisation sheets, technical logs, lectures, study notes and briefings and any other relevant material. A copy of any report on a visit to a TRTO will be made available to that TRTO.

## MANAGEMENT AND STAFFING

11 The management structure shall ensure supervision of all grades of staff by persons having the experience and qualities necessary to ensure the maintenance of high standards. Details of the management structure, indicating individual responsibilities, shall be included in the TRTO's Operations Manual.

12 A Head of Training (HT) acceptable to the Authority shall be nominated. The HT's responsibilities shall include ensuring that the TRTO is in compliance with JAR-FCL requirements. This person is ultimately directly responsible to the Authority.

13 The TRTO shall have adequate personnel necessary to accomplish the training objectives. The duties of each instructor shall be identified and documented.

## TYPE RATING INSTRUCTOR

14 Type Rating Instructors (TRI) shall hold:

- (a) a professional pilot licence and rating(s) related to the flying training courses they are appointed to conduct;
- (b) a type rating instructor rating for the helicopters used on the course(s); or
- (c) an authorisation from the Authority to conduct specific training in a TRTO (see JAR-FCL 2.305).

## INSTRUCTORS FOR SYNTHETIC FLIGHT TRAINING [(SFI and STI)]

15 For flight training, instructors shall hold or have held, 3 years prior to the first appointment, a professional pilot licence, except for SFIs having an authorisation according to item 3 of Appendix 1 to JAR-FCL 2.005 and STIs having an authorisation according to item 4 of Appendix 1 to JAR-FCL 2.005, and have instructional experience appropriate to the training courses they are appointed to conduct. For multi-pilot type rating and/or MCC flight training on a flight simulator and/or FTD, and/or FNPT II/III, instructors shall hold a TRI(MPH) rating or a SFI(H) authorisation.

## THEORETICAL KNOWLEDGE INSTRUCTION

16 The theoretical knowledge instruction shall be conducted by an authorised instructor holding the appropriate type rating or any instructor having appropriate experience in aviation and knowledge of the aircraft concerned, e.g. flight engineer, maintenance engineer, flight operations officer.

## TRAINING STANDARDS

17 The TRTO shall establish a system to ensure that the training centre operations and training are run efficiently and effectively. The quality system shall determine the effectiveness of TRTO policies, procedures, and training.

## RECORDS

18 A TRTO shall maintain the following records and retain for a period of at least 5 years, using appropriate administrative staff:

- (a) pilot trainee's assessments before and during the course;
- (b) details of theoretical knowledge, flying, and simulated flight training given to individual trainees; and
- (c) personal information, (expiry dates of medical certificates, ratings, etc.) related to TRTO's personnel.

Appendix 2 to JAR-FCL 2.055 (continued)

19 The format of the trainee's training records shall be specified in the Training Manual.

20 The TRTO shall submit training records and reports as required by the Authority.

#### TRAINING PROGRAMME

21 A training programme shall be developed for each type of course offered. This programme shall include a breakdown of flying and ground training in either a week-by-week or phase presentation, a list of standard exercises and a syllabus summary. In particular, synthetic flight training and theoretical knowledge instruction shall be phased in such a manner as to ensure that trainees shall be able to apply to flying exercises the knowledge gained on the ground. Arrangements should be made so that problems encountered in instruction can be resolved during subsequent flight training.

#### TRAINING HELICOPTERS

22 Each helicopter must be equipped as requested in the training specifications concerning the approved course in which it is used, and shall be IFR certificated (if applicable).

#### FACILITIES

23 Suitable training facilities shall be provided.

#### REQUIREMENTS FOR ENTRY TO TRAINING

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

#### TRAINING MANUAL AND OPERATIONS MANUAL

25 A TRTO shall provide and maintain a Training Manual and an Operations Manual containing information and instructions to enable staff to perform their duties and to give guidance to trainees on how to comply with course requirements. A TRTO shall make available to staff and, where appropriate, to trainees the information contained in the Training Manual, the Operations Manual and the TRTO's approval documentation. The amendment procedure shall be stated and amendments properly controlled.

26 The Training Manual shall state the standards, objectives and training goal for each phase of training that the trainees are required to comply with, including stating the entry requirements for each course, as applicable. It shall include the following:

Part 1 - The Training Plan

Part 2 - Briefing and Air Exercises

Part 3 - Synthetic Flight Training

Part 4 - Theoretical Knowledge Instruction

For further guidance see IEM No. 3 to JAR-FCL 2.055.

27 The Operations Manual shall provide relevant information to particular groups of staff, e.g. TRIs, synthetic flight instructors, ground instructors, operations and maintenance staff, etc. and shall contain the following:

- (a) General
- (b) Technical
- (c) Route
- (d) Staff Training

For further guidance see IEM No. 3 to JAR-FCL 2.055.

[Amdt.1, 01.12.00, Amdt.2, 01.11.02; Amdt.3, 01.09.03; Amdt.4, 01.08.06]

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

(See Appendix 1 to JAR-FCL 2.130 & 2.135)

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

(See Appendix 1 to JAR-FCL 2.205)

(See Appendix 1 to JAR-FCL 2.255)

(See Appendix 1 to JAR-FCL 2.285)

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

**TRAINING ORGANISATION**

1. Classroom accommodation shall be available either at the principal place of registration of the training organisation or, subject to the approval of the Authority, within a suitable facility elsewhere. In either case, both classrooms and all associated teaching facilities shall conform to the requirements for organisation approval. Before training commences, approval will be obtained from the Authority to conduct a modular course programme using distance learning.
2. The Head of Training or CGI of an FTO undertaking distance learning shall comply with the requirements of Appendix 1a to JAR-FCL 2.055. All theoretical knowledge instructors shall meet the requirements of JAR-FCL and have appropriate qualification or relevant experience which is satisfactory to the Authority.
3. FTOs delivering only theoretical knowledge training will be subject to the same approval and audit requirements as are applied to FTOs in accordance with Appendix 1a to JAR-FCL 2.055.
4. It is open to the approved FTO to provide some or all of these courses either on a full time attendance basis, or by distance learning. An element of classroom instruction shall be included in all subjects of modular distance learning courses. The amount of time spent in actual classroom instruction shall be not less than 10% of the total duration of the course.

**INSTRUCTORS**

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

**TRAINING COURSES**

6. Distance Learning will only be approved as a component of a course of theoretical knowledge instruction for the following courses:
  - (a) modular courses of theoretical knowledge instruction for the PPL(H), CPL(H), IR(H) and ATPL(H).
  - (b) courses of approved pre-entry theoretical knowledge instruction for a first type rating for a multi engine helicopter.

[Amdt.3, 01.09.03]

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**Appendix 1 to JAR-FCL 2.075**  
**Specifications for flight crew licences****GENERAL**

- 1 A valid licence including and a valid medical certificate has always to be carried by the pilot when exercising the privileges of the licence.
- 2 A document containing a photo shall be carried for purposes of identification of the holder of the licence.
- 3 Any medical endorsements (e.g. use of spectacles, etc.) will be entered on the medical certificate (see JAR-FCL 3 IEM FCL 3.100).
- 4 In this subpart, the 'Authority' is the Authority of the State of licence issue.

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Authority name and logo  
(English and national language)

JOINT AVIATION AUTHORITIES  
(English only)

FLIGHT CREW LICENCE  
(English and national language)

Issued in accordance with ICAO and JAR-FCL  
Standards (English and national language)

*Size of each page shall be not less than one eighth A4*

<b>I</b>	<b>State of issue</b>
<b>III</b>	<b>Licence number</b>
<b>IV</b>	<b>Last and first name of holder</b>
<b>XIV</b>	<b>Date</b> (see instructions) <b>and</b> <b>Place of birth</b>
<b>V</b>	<b>Address</b> Street, town, area, zip code
<b>VI</b>	<b>Nationality</b>
<b>VII</b>	<b>Signature of holder</b>
<b>VIII</b>	<b>Issuing Authority</b> e.g.This CPL(H) has been issued on the basis of an ATPL issued by.....(non JAA-State)
<b>X</b>	<b>Signature of issuing officer and date</b>
<b>XI</b>	<b>Seal or stamp of issuing Authority</b>

See JAR-FCL 2.070

<b>II</b>	<b>Titles of licences, date of initial issue and country code</b>	<i>Abbreviations used will be as used in JAR-FCL (e.g. PPL(H), ATPL(H), etc.) Standard date format is to be used, i.e. day / month / year in full (e.g., 21/01/1995)</i>
<b>IX</b>	<b>Validity:</b> This licence is to be re-issued not later than ..... The privileges of the licence shall be exercised only if the holder has a valid medical certificate for the required privilege. By the application of JAR-FCL 2.015(a)(1), the licence holder is entitled to exercise licence privileges on aircraft registered in any Member State of the Joint Aviation Authorities. A document containing a photo shall be carried for the purposes of identification of the licence holder.	<i>Re-issue is to be not later than 5 years from the date of initial issue shown in item II.</i>
<b>XII</b>	<b>Radiotelephony privileges:</b> The holder of this licence has demonstrated competence to operate R/T equipment on board aircraft in English (other languages specified).	<i>This document is not specified, but a passport would suffice when outside the State of licence issue.</i>
<b>XIII</b>	<b>Remarks:</b> e.g. valid only on helicopters registered in the State of licence issue.  Language Proficiency: (language(s))	<i>All additional licensing information required by ICAO, EC Directive / Regulations or JARs to be entered here  Language proficiency endorsement(s) shall be included.</i>

<b>XII</b> <b>Ratings to be revalidated</b>		<i>Requirements</i>
<b>Type/IR</b>	<b>Remarks / Restrictions</b>	<i>These pages are intended for use by the Authority to state requirements following the initial issue of ratings, or the renewal of expired ratings Initial issues and renewal of ratings will always be entered by the Authority. Operational limitations will be entered in the Remarks / Restrictions against the appropriate restricted privilege, e.g. IR skill test taken with co-pilot, restricted instruction privileges to one aircraft type, etc. Medical, limitations conditions and variations (e.g. valid only as co-pilot) will be entered as stated in the medical certificate (see IEM FCL 3.100).</i>
<b>Instructors</b>		

Appendix 1 to JAR-FCL 2.075 (continued)

Pages 5, 6 and 7:

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

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

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

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

## XII

Rating	Date of test	Valid until	Examiners authorisation no.	Examiners signature

*(Each page will contain 10 spaces for initial issue and revalidation of ratings)*

Page 8:

Abbreviations used in this licence	
PPL	
ATPL	
CPL	
IR	
SE	
ME	
MPH	
SPL	
R/T	
T/R	
FI	
TRI	
IRI	

*[e.g. ATPL (Airline Transport Pilot Licence), CPL (Commercial Pilot Licence), IR (Instrument rating), R/T (Radio Telephony), FI (Flight Instructor), etc....]*

[Amdt.1, 01.12.00; Amdt.2, 01.11.02; Amdt.4, 01.08.06; Amdt.5, 01.12.06]

**SUBPART B – STUDENT PILOT (Helicopter)****JAR–FCL 2.085 Requirements**

(a) A student pilot shall meet requirements specified by the Authority in the State in which the student intends to train. In prescribing such requirements the Authority shall ensure that the privileges granted would not permit student pilots to constitute a hazard to air navigation.

(b) A student pilot shall not fly solo unless authorised by a flight instructor.

**JAR–FCL 2.090 Minimum age**

A student pilot shall be at least 16 years of age before the first solo flight.

**JAR–FCL 2.095 Medical fitness**

A student pilot shall not fly solo unless that student pilot holds a valid Class 1 or Class 2 medical certificate.

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**SUBPART C – PRIVATE PILOT LICENCE (Helicopter) – PPL(H)****JAR-FCL 2.100 Minimum age**

An applicant for a PPL(H) shall be at least 17 years of age.

**JAR-FCL 2.105 Medical fitness**

An applicant for a PPL(H) shall hold a valid Class 1 or Class 2 medical certificate. In order to exercise the privileges of a PPL(H) a valid Class 1 or Class 2 medical certificate shall be held.

**JAR-FCL 2.110 Privileges and conditions**

(a) *Privileges.* Subject to any other conditions specified in JARs, the privileges of the holder of a PPL(H) are to act, but not for remuneration, as pilot-in-command or co-pilot of any helicopter engaged in non-revenue flights.

**(b) Conditions**

(1) An applicant for a PPL(H) who has complied with the conditions specified in JAR-FCL 2.100, 2.105, 2.120, 2.125(a) and (b), 2.130, 2.135[ ], 2.261(a) [and, if applicable, 2.010(a)(4)] shall have fulfilled the requirements for the issue of a PPL(H) including at least the type rating for the helicopter used in the skill test.

(2) If the privileges of the licence are to be exercised at night, the holder shall have complied with JAR-FCL 2.125(c).

[Amdt.1, 01.12.00; Amdt.5, 01.12.06]

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[Amdt.1, 01.12.00]

**JAR-FCL 2.120 Experience and crediting**

An applicant for a PPL(H) shall have completed at least 45 hours flight time as a pilot of helicopters; a total of 5 hours of this 45 hours may have been completed in a FNPT or a flight simulator. Holders of pilot licences or equivalent privileges for aeroplanes, microlights having fixed wings and moveable aerodynamic control surfaces acting in all three dimensions, microlight helicopters, gyroplanes, gliders, self-sustaining gliders or self-launching gliders may be credited with 10% of their total flight time as pilot-in-

command in such aircraft up to a maximum of 6 hours towards a PPL(H).

**JAR-FCL 2.125 Training course**

(See Appendix 1, 2 and 3 to JAR-FCL 2.125)

(See AMC FCL 2.125)

(a) *General.* An applicant for a PPL(H) shall complete at a FTO or an accepted registered facility the required instruction in accordance with the syllabus as set out in Appendix 1 to JAR-FCL 2.125. A registered facility is limited to giving training on single-engine helicopters with a maximum certificated seating capacity of not more than 4 persons. In exceptional circumstances existing SE training helicopters may continue to be used when approved in registered facilities for PPL training by the Authority under the terms of an exemption. The requirements for registration are set out in Appendix 2 and 3 to JAR-FCL 2.125.

(b) *Flight instruction.* An applicant for a PPL(H) shall have completed on one type of helicopter, having a certificate of airworthiness issued or accepted by a JAA Member State, at least 25 hours dual instruction, to include at least 5 hours instrument dual instruction time, and at least 10 hours of supervised solo flight time, including at least five hours of solo cross-country flight time with at least one cross-country flight of at least 185km (100NM), during which full stop landings at two aerodromes different from the aerodrome of departure shall be made.

**(c) Night qualification**

(1) If the privileges of the licence are to be exercised at night, the holder of a PPL(H) shall have a night qualification in accordance with Appendix 4 to JAR-FCL 2.125.

(2) An applicant who holds, or has held, an IR(A) shall complete in accordance with Appendix 4 to JAR-FCL 2.125 exercises 4 to 6, and shall complete a minimum of 5 hours helicopter dual instrument instruction time for exercises 1 to 3 at the discretion of a FI.

(3) This qualification will be endorsed on the licence.

[Amdt.1, 01.12.00]

**JAR-FCL 2.130 Theoretical knowledge examination**

(See Appendix 1 to JAR-FCL 2.130 and 2.135)

The applicant for a PPL(H) shall have demonstrated to the Authority a level of theoretical knowledge appropriate to the privileges granted to the holder of a PPL(H). The requirements and procedures for the theoretical knowledge examinations are set out in Appendix 1 to JAR-FCL 2.130 & 2.135 and JAR-FCL 2.261(a).

**JAR-FCL 2.135 Skill**

(See Appendix 1 to JAR-FCL 2.130 and 2.135)

An applicant for a PPL(H) shall have demonstrated the ability to perform as pilot-in-command of a helicopter the relevant procedures and manoeuvres described in Appendix 1 to JAR-FCL 2.130 and 2.135 and Appendix 2 to JAR-FCL 2.135 with a degree of competency appropriate to the privileges granted to the holder of a PPL(H). The skill test shall be taken within six months of completing the flight instruction (see JAR-FCL 2.125(a))

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**Appendix 1 to JAR–FCL 2.125****PPL(H) training course – Summary**

(See JAR–FCL 2.125)

(See AMC FCL 2.125)

1 The aim of the PPL(H) course is to train the student pilot to fly safely and efficiently under Visual Flight Rules.

**THEORETICAL KNOWLEDGE INSTRUCTION**

2 The theoretical knowledge syllabus of the PPL(H) course shall cover the following :

Air Law, Aircraft General Knowledge, Flight Performance and Planning, Human Performance and Limitations, Meteorology, Navigation, Operational Procedures, Principles of Flight and Communication.

Further details of all theoretical knowledge instruction are set out in AMC FCL 2.125.

**FLIGHT INSTRUCTION**

3 The PPL(H) flight instruction syllabus shall cover the following:

(a) pre-flight operations, including mass and balance determination, helicopter inspection and servicing;

(b) aerodrome and traffic pattern operations, collision avoidance precautions and procedures;

(c) control of the helicopter by external visual reference;

(d) take-offs, landings, hovering, look out turns and normal transitions from and to the hover;

(e) emergency procedures, basic autorotations, simulated engine failure, ground resonance recovery if relevant to type;

(f) sideways and backwards flight, turns on the spot;

(g) incipient vortex ring recognition and recovery;

(h) touchdown autorotations, simulated engine-off landings, practice forced landings. Simulated equipment malfunctions and emergency procedures relating to malfunctions of engines, controls, electrical and hydraulic circuits;

(i) steep turns;

(j) transitions, quick stops, out of wind manoeuvres, sloping ground landings and take-offs;

(k) limited power and confined area operations including selection of and operations to and from unprepared sites;

(l) flight by sole reference to basic flight instruments including completion of a level 180° turn and recovery from unusual attitudes to simulate inadvertent entry into cloud (this training may be conducted by an FI(H));

(m) cross-country flying by using visual reference, dead reckoning and, where available, radio navigation aids;

(n) operations to, from and transiting controlled aerodromes; compliance with air traffic services procedures, communication procedures and phraseology;

**TRAINING AND TESTING HELICOPTER(S)**

4 An adequate number of training and testing helicopters appropriate to the courses of training and testing shall be provided. Each helicopter shall be fitted with duplicated primary flight controls for use by the instructor and the student. Swing-over flight controls shall not be acceptable. The helicopter(s) shall include, as appropriate to the courses of training, helicopter(s) suitable for auto-rotation demonstration and helicopter(s) suitably equipped to simulate instrument meteorological conditions, and suitably



Appendix 1 to JAR-FCL 2.125 (continued)

equipped for the instrument flight training and testing required. For flight training and testing for IR(H), an adequate number of IFR certificated helicopters shall be available.

Helicopters used for training shall be approved by the Authority for training purposes.

#### AERODROMES AND SITES

5 The base aerodrome, and any alternative base aerodrome, at which training is being conducted shall meet the following requirements.

(a) Have at least one runway or take-off/landing area that allows training helicopter to make a normal take-off or landing at the maximum take-off or maximum landing mass authorised, and touch down autorotation as appropriate:

(i) under calm wind (not more than four knots) conditions and temperatures equal to the mean high temperature for the hottest month of the year in the operating area;

(ii) clearing all obstacles in the take-off flight path by at least 50 feet;

(iii) with the powerplant operation and the landing gear (if applicable) recommended by the manufacturer; and

(iv) with a smooth transition from lift-off to the best rate of climb speed without exceptional piloting skills or techniques.

(b) Have a wind direction indicator that is visible at ground level from the ends of each runway, take-off/landing area.

(c) Have adequate runways/take-off/landing area lights if used for night training.

(d) Have available a means of air/ground communications acceptable to the Authority.

6 Sites shall be available for:

- confined area operation training
- simulated engine off autorotation
- sloping ground training

For all details see AMC FCL 2.125.

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**Appendix 2 to JAR–FCL 2.125****Registration of facilities for PPL instruction only**

(See JAR–FCL 2.125(a))

- 1 Application for acceptance of registration shall be made by the owner or responsible person in charge of the facility to the Authority of the JAA Member State in which the facility is located which will provide the applicant with a registration form.
- 2 The application form for registration shall contain the information as shown in Appendix 3 to JAR–FCL 2.125.
- 3 Upon receipt of the completed application form the Authority of the JAA Member State in which the facility is located will register the facility to conduct PPL training within that State, at the discretion of the Authority, without formal approval procedure, unless it has reason to doubt that the instruction can be carried out safely. The Authority will inform the applicant to this effect.
- 4 Any changes to the information entered on this form shall be communicated to the Authority.
- 5 The facility will remain registered until the Authority is informed by its operator that PPL training is to cease, or the Authority establishes that instruction is not being carried out safely and/or in compliance with JAR–FCL. In both these situations the registration of the facility will be revoked.

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**Appendix 3 to JAR-FCL 2.125****Contents of an application form for registration of a facility for PPL instruction**

(See JAR-FCL 2.125)

a	Name and address under which the facility operates, i.e. Club, School, Group;
b	Name of Owner(s);
c	Date of intended commencement of operations;
d	Name, address and telephone number of FI's and qualifications;
e	(i) Name and address of aerodrome, if applicable, from which training operations are to be conducted; (ii) Name of aerodrome operator;
f	List of helicopters to be used, including any means of synthetic flight instruction (if applicable) to be used by the facility, stating:  Type of helicopters, Registration(s), Registered Owner(s), C of A Categories;
g	Type of training to be conducted by the facility:  Theoretical knowledge instruction for PPL(H) (see JAR-FCL 2.130) Flight instruction for PPL(H) with associated single-engine type rating (see JAR-FCL 2.125(a)) Night qualification  Others (specify) (see JAR-FCL 2.017)
h	Details of aircraft insurance held;
i	State whether your facility intends to operate full or part time;
j	Any additional information the Authority may require;
k	A declaration below by the applicant that the information provided in (a) to (j) above is correct and that training will be conducted in accordance with JAR-FCL 2.
Date:	
Signature:	

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**Appendix 4 to JAR-FCL 2.125**  
**PPL(H) Night Qualification Course**  
(See JAR-FCL 2.125(c))

1. The aim of the course is to qualify PPL(H) holders to exercise the privileges of the licence at night.
2. A holder of PPL(H) applying for a night qualification shall have completed at least 100 hours of flight time as pilot of helicopters after the issue of the licence, including at least 60 hours as PIC of helicopters and 20 hours cross-country flight.
3. The course shall be completed within 6 months.
4. For licence endorsement a certificate of satisfactory completion of the course shall be issued by the FI or Head of Training.

**THEORETICAL KNOWLEDGE**

5. The theoretical knowledge syllabus shall comprise at least 5 hours of instruction, covering the revision and/or explanation of:

- night VMC minima
- rules regarding airspace control at night and facilities available
- rules regarding aerodrome ground/runway/landing site/obstruction lighting
- aircraft navigation lights and collision avoidance rules
- physiological aspects of night vision and orientation
- dangers of disorientation at night
- dangers of weather deterioration at night
- instrument systems/functions and errors
- instrument lighting and emergency cockpit lighting systems
- map marking for use under cockpit lighting
- practical navigation principles
- radio navigation principles
- planning and use of safety altitude
- danger from icing conditions, avoidance and escape manoeuvres

**FLYING TRAINING**

6. In all cases, exercises 4 to 6 of the night qualification flight syllabus shall be completed.
7. For exercises 1 to 3, up to 50 % of the required flight training may be completed in a STD(H)  
(- to be developed -). However, all items within each exercise must be practised in a helicopter in flight.
8. Items marked (\*) shall be completed in simulated IMC and may be completed in daylight.
9. Exercises 1 to 3 of flying training syllabus shall comprise at least 10 hours instruction.
10. Exercises 4 to 6 of flying training syllabus shall comprise at least 5 hours, including at least 3 hours dual instruction and 5 solo night circuits. Each circuit shall include a take-off and a landing.
11. The flying exercises shall comprise:
  - Exercise 1  
(repeat as necessary until the student achieves a safe and competent standard)
    - revise basic manoeuvres when flying by sole reference to instruments\*
    - explain and demonstrate transition to instrument flight from visual flight\*
    - explain and revise recovery from unusual attitudes by sole reference to instruments\*
  - Exercise 2  
(repeat as necessary until the student achieves a safe and competent standard)
    - explain and demonstrate use of radio navigation aids when flying by sole reference to instruments, to include position finding and tracking\*

## Appendix 4 to JAR-FCL 2.125 (continued)

- Exercise 3  
(repeat as necessary until the student achieves a safe and competent standard)
  - explain and demonstrate the use of Radar Assistance \*
- Exercise 4  
(repeat as necessary until the student achieves a safe and competent standard)
  - explain and demonstrate use and adjustment of landing light
  - explain and demonstrate night hovering:
    - higher and slower than by day
    - avoidance of unintended sideways or backwards movements
  - explain and demonstrate night take-off techniques
  - explain and demonstrate night circuit technique
  - explain and demonstrate night approaches (constant angle) with or without visual approach aids to:
    - heliports
    - illuminated touchdown areas
  - practise take-off's, circuits and approaches
  - explain and demonstrate night Emergency procedures to include:
    - simulated engine failure,  
(to be terminated with power recovery at a safe altitude)
    - simulated engine failure including single engine approach and landing, (multi-engine only)
    - simulated inadvertent entry to IMC (not on base leg or final)
    - simulated hydraulic control failure (to include landing)
    - internal and external lighting failure
    - other Malfunctions and Emergency procedures as required by the Aircraft Flight Manual
- Exercise 5
  - solo night circuits
- Exercise 6
  - explain and demonstrate night cross country techniques
  - practise night cross country dual and as SPIC to a satisfactory standard

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**Appendix 1 to JAR–FCL 2.130 & 2.135****Theoretical knowledge examination and skill test for the PPL(H)**

(See JAR–FCL 2.130 and 2.135)

**THEORETICAL KNOWLEDGE EXAMINATION**

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

Subject	Time (not more than)	Subdivision of times is at the discretion of the Authority
Air Law and ATC Procedures		
Aircraft General Knowledge		
Flight Performance and Planning		
Human Performance and Limitations		
Meteorology		
Navigation		
Operational Procedures		
Principles of Flight		
Communications		
Total	6h00	

Communication practical classroom testing may be conducted at the discretion of the Authority.

2 The majority of the questions shall be multiple choice.

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

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

5 Subject to any other conditions in JAR–FCL 2, an applicant shall be deemed to have successfully completed the theoretical examinations for the PPL(H) when awarded a pass in all parts within a period of 18 months, counted from the end of the calendar month when the applicant first attempted an examination. A pass in the theoretical knowledge examination will be accepted for the grant of the private pilot licence during the 24 months from the date of successfully completing the examinations (NPA20).

**SKILL TEST**

6 An applicant for a skill test for the PPL(H) shall have received instruction on the same type of helicopter to be used for the skill test. The applicant shall be permitted to choose to take the test on a single-engine helicopter or, subject to the experience requirement in JAR–FCL 2.255 of 70 hours flight time as pilot-in-command, on a multi-engine helicopter. The helicopter used for the skill test shall meet the requirements for training helicopters (see Appendix 1 to JAR–FCL 2.125).

7 The administrative arrangements for confirming the applicant's suitability to take the test, including disclosure of the applicant's training record to the examiner, will be determined by the Authority.

8 An applicant shall pass sections 1 through 5 of the skill test. If any item in a section is failed, that section is failed. Failure in more than one section will require the applicant to take the entire test again. An applicant failing only one section shall take the failed section again. Failure in any items of the re-test and failure in any other items already passed, will require the applicant to take the entire test again. All sections of the skill test shall be completed within six months.

9 Further training may be required following any one failed skill test. Failure to achieve a pass in all sections of the test in two attempts will require further training as determined by the Authority. There is no limit to the number of skill tests that may be attempted.

#### CONDUCT OF THE TEST

10 The Authority will provide the FE with adequate safety advice to ensure that the test is conducted safely.

11 Should the applicant choose to terminate a skill test for reasons considered inadequate by the FE, the applicant shall retake the entire skill test. If the test is terminated for reasons considered adequate by the FE, only those sections not completed shall be tested in a further flight.

12 Any manoeuvre or procedure of the test may be repeated once by the applicant. The FE may stop the test at any stage if it is considered that the applicant's demonstration of flying skill requires a complete re-test.

13 An applicant shall be required to fly the helicopter from a position where the pilot-in-command functions can be performed and to carry out the test as if there is no other crew member. Responsibility for the flight shall be allocated in accordance with national regulations.

14 The area and route to be flown shall be chosen by the FE and all low level and hover work shall be at an accepted aerodrome/site. Routes used for section 3 may end at the aerodrome of departure or at another aerodrome. The applicant shall be responsible for the flight planning and shall ensure that all equipment and documentation for the execution of the flight are on board. The navigation section of the test, as set out in Appendix 2 to JAR-FCL 2.135 shall consist of at least 3 legs, each leg of a minimum duration of 10 minutes. The skill test may be conducted in 2 flights.

15 An applicant shall indicate to the FE the checks and duties carried out, including the identification of radio facilities. Checks shall be completed in accordance with the authorised check list or pilot operating handbook for the helicopter on which the test is being taken. During pre-flight preparation for the test the applicant is required to determine power settings and speeds. Performance data for take-off, approach and landing shall be calculated by the applicant in compliance with the operations manual or flight manual for the helicopter used.

16 The FE will take no part in the operation of the helicopter except where intervention is necessary in the interests of safety or to avoid unacceptable delay to other traffic.

#### FLIGHT TEST TOLERANCE

17 The applicant shall demonstrate the ability to:

- operate the helicopter within its limitations;
- complete all manoeuvres with smoothness and accuracy;
- exercise good judgement and airmanship;
- apply aeronautical knowledge; and
- maintain control of the helicopter at all times in such a manner that the successful outcome of a procedure or manoeuvre is never seriously in doubt.

18 The following limits are for general guidance. The FE will make allowance for turbulent conditions and the handling qualities and performance of the helicopter used.

##### Height

normal forward flight	± 150 feet
with simulated major emergency	± 200 feet
hovering I.G.E. flight	± 2 feet

##### Heading / Tracking of radio aids

normal flight	± 10°
with simulated major emergency	± 15°

##### Speed

take-off approach	– 10 knots/+15 knots
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## Appendix 1 to JAR-FCL 2.130 &amp; 2.135 (continued)

all other flight regimes	$\pm 15$ knots
Ground drift	
T.O. hover I.G.E.	$\pm 3$ feet
landing	no sideways or backwards movement

## CONTENT OF THE SKILL TEST

19 The skill test contents and sections set out in Appendix 2 to JAR-FCL 2.135 shall be used for the skill test for the issue of a PPL(H) on single- or multi-engine helicopters. Where the skill test is taken on a multi-engine helicopter, the applicant shall fulfil the requirement of JAR-FCL 2.255. The format and application form for the skill test may be determined by the Authority (see IEM FCL 2.135).

[Amdt.1, 01.12.00; Amdt.4, 01.08.06]

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**Appendix 2 to JAR-FCL 2.135****Contents of the skill test for the issue of a PPL(H)**

(See JAR-FCL 2.135)

(See IEM FCL 2.135)

Note: Use of checklist, airmanship, control of helicopter by external visual reference, anti-icing procedures, etc., apply in all sections.

<b>SECTION 1 PRE-FLIGHT/POST-FLIGHT CHECKS AND PROCEDURES</b>	
a	Helicopter knowledge, (e.g. technical log, fuel, mass and balance, performance), Flight Planning, NOTAMS, Weather
b	Pre-flight inspection/action, location of parts and purpose
c	Cockpit inspection, Starting procedure
d	Communication and navigation equipment checks, selecting and setting frequencies
e	Pre-take-off procedure, R/T procedure, ATC liaison-compliance
f	Parking, Shutdown and Post-flight procedure
<b>SECTION 2 HOVER MANOEUVRES, ADVANCED HANDLING AND CONFINED AREAS</b>	
a	Take-off and landing (lift off and touch down)
b	Taxi, hover taxi
c	Stationary hover with head/cross/tail wind
d	Stationary hover turns, 360° left and right (spot turns)
e	Forward, sideways and backwards hover manoeuvring
f	Simulated engine failure from the hover
g	Quick stops into and downwind
h	Sloping ground/unprepared sites landings and take-offs
i	Take-offs (various profiles)
j	Crosswind, downwind take-off (if practicable)
k	Take-off at maximum take-off mass (actual or simulated)
l	Approaches (various profiles)
m	Limited power take-off and landing
n	Autorotations, (FE to select two items from - Basic, range, low speed, and 360° turns)
o	Autorotative landing
p	Practice forced landing with power recovery
q	Power checks, reconnaissance technique, approach and departure technique

Appendix 2 to JAR-FCL 2.135 (continued)

SECTION 3 NAVIGATION - EN ROUTE PROCEDURES	
a	Navigation and orientation at various altitudes/heights, map reading
b	Altitude/height, speed, heading control, observation of airspace, altimeter setting
c	Monitoring of flight progress, flight-log, fuel usage, endurance, ETA, assessment of track error and re-establishment of correct track, instrument monitoring
d	Observation of weather conditions, diversion planning
e	Use of navigation aids (where available)
f	ATC liaison and observance of regulations, etc.
SECTION 4 FLIGHT PROCEDURES AND MANOEUVRES	
a	Level flight, control of heading, altitude/height and speed
b	Climbing and descending turns to specified headings
c	Level turns with up to 30° bank, 180° to 360° left and right
d	Level turns 180° left and right by sole reference to instruments
SECTION 5 ABNORMAL AND EMERGENCY PROCEDURES (SIMULATED WHERE APPROPRIATE)	
Note (1) Where the test is conducted on a multi-engine helicopter a simulated engine failure drill, including a single engine approach and landing shall be included in the test.	
Note (2) The FE shall select 4 items from the following:	
a	Engine malfunctions, including governor failure, carburetor/engine icing, oil system, as appropriate
b	Fuel system malfunction
c	Electrical system malfunction
d	Hydraulic system malfunction, including approach and landing without hydraulics, as applicable
e	Main rotor and/or anti-torque system malfunction (flight simulator or discussion only)
f	Fire drills, including smoke control and removal, as applicable
g	Other abnormal and Emergency procedures as outlined in appropriate flight manual and with reference to Appendix 3 to JAR-FCL 2.240, sections 7 and 8, including for multi-engine helicopters: <ul style="list-style-type: none"> <li>- Simulated engine failure at take-off: <ul style="list-style-type: none"> <li>- rejected take-off at or before TDP or safe forced landing at or before DPATO</li> <li>- shortly after TDP or DPATO</li> </ul> </li> <li>- Landing with simulated engine failure: <ul style="list-style-type: none"> <li>- landing or go-around following engine failure before LDP or DPBL</li> <li>- following engine failure after LDP or safe forced landing after DPBL</li> </ul> </li> </ul>

[Amdt. 1, 01.12.00]

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## SUBPART D – COMMERCIAL PILOT LICENCE (Helicopter) – CPL(H)

**JAR-FCL 2.140 Minimum age**

An applicant for a CPL(H) shall be at least 18 years of age.

**JAR-FCL 2.145 Medical fitness**

An applicant for a CPL(H) shall hold a valid Class 1 medical certificate. In order to exercise the privileges of the CPL(H) a valid Class 1 medical certificate shall be held.

**JAR-FCL 2.150 Privileges and conditions**  
(See JAR-FCL 2.250)

(a) *Privileges.* Subject to any other conditions specified in JARs, the privileges of the holder of a CPL(H) are to:

(1) exercise all the privileges of the holder of a PPL(H);

(2) act as pilot-in-command or co-pilot of any helicopter engaged in operations other than commercial air transportation;

(3) act as pilot-in-command in commercial air transportation in any helicopter certificated for single-pilot operation.

(4) act as co-pilot in commercial air transportation in helicopters required to be operated with a co-pilot.

(b) *Conditions.* An applicant for a CPL(H) who has complied with the conditions specified in JAR-FCL 2.140, 2.145, 2.155 [ ], 2.160, 2.165,] 2.170, [ ] 2.261(a) [and, if applicable, 2.010(a)(4)] shall have fulfilled the requirements for the issue of at least a CPL(H) containing the type rating for the helicopter used on the skill test and, if an instrument rating course and test completed in accordance with JAR-FCL 2 Subpart E are included, the instrument rating.

[Amdt.2, 01.11.02; Amdt.4, 01.08.06; Amdt.5, 01.12.06]

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**JAR-FCL 2.155 Experience and crediting**

(See Appendix 1 through 5 to JAR-FCL 2.160 & 2.165(a)(1))  
(See AMC FCL 2.160 & 2.165(a)(1) through (5))

**(a) Integrated courses**

(1) *Experience.* An applicant for a CPL(H) who has satisfactorily followed and completed an integrated flying training course shall have completed as a pilot of helicopters having a certificate of airworthiness issued or accepted by a JAA Member State at least 135 hours of flight time.

(2) *Crediting.* For details on crediting of flight time required in paragraph (a)(1), see Appendix 1 to JAR-FCL 2.160 & 2.165(a)(1) paragraph 4 or Appendix 1 to JAR-FCL 2.160 & 2.165(a)(2) paragraph 4 or Appendix 1 to JAR-FCL 2.160 & 2.165(a)(3) or Appendix 1 to JAR-FCL 2.160. & 2.165(a)(4).

**(b) Modular courses**

(1) *Experience.* An applicant for a CPL(H) who is not a graduate from an integrated flying training course shall have completed as a pilot on helicopters having a certificate of airworthiness issued or accepted by a JAA Member State at least 185 hours of flight time.

(2) *Crediting.* From the 185 hours of flight time:

(i) 20 hours as pilot-in-command holding a PPL(A); or

(ii) 50 hours as pilot-in-command holding a CPL(A) may have been completed in aeroplanes; or

(iii) 10 hours as pilot-in-command in touring motor gliders or gliders.

(c) *Flight time.* The applicant shall have completed in helicopters at least (see also JAR-FCL 2.050 (a)(3)):

(1) 50 hours as pilot-in-command.

(2) 10 hours of cross-country flight time as pilot-in-command, including a cross-country flight totalling at least 185 km (100 NM) in the course of which full-stop landings at two aerodromes different from the aerodromes of departure shall be made;

JAR-FCL 2.155(c) (continued)

(3) 10 hours of instrument dual instruction time, of which not more than 5 hours is to be instrument ground time; and

(4) 5 hours of night flight time, as set out in JAR-FCL 2.165(b).

[Amdt.1, 01.12.00; Amdt.2, 01.11.02; Amdt.4, 01.08.06]

**JAR-FCL 2.160 Theoretical knowledge**

(See Appendix 1 to JAR-FCL 2.160 & 2.165(a)(1) through (5))

(See AMC FCL 2.160 & 2.165(a)(1) through (5))

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

(b) *Examination.* An applicant for a CPL(H) shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of a CPL(H) and shall meet the requirements set out in JAR-FCL 2.261(a) and Subpart J.

(c) An applicant who has undertaken an integrated flying training course shall demonstrate at least the level of knowledge required by that course, as set out in the relevant Appendix 1 to JAR-FCL 2.160 & 2.165(a)(1) through (4).

[Amdt.3, 01.09.03; Amdt.4, 01.08.06]

**JAR-FCL 2.165 Flight instruction**

(See Appendix 1 to JAR-FCL 2.160 & 2.165(a)(1) through (3) and AMC FCL 2.160 & 2.165(a)(1) through (3))

(a) *Course.* An applicant for a CPL(H) shall have completed an approved course of integrated or modular flying training (on helicopters having a certificate of airworthiness issued or accepted by a JAA Member State) at an approved flying training organisation. The course should be combined with a theoretical knowledge training course. For details of the approved courses see as follows:

(1) ATP(H)/IR integrated course – Appendix 1 to JAR-FCL 2.160 & 2.165(a)(1) and AMC FCL 2.160 & 2.165(a)(1);

JAR-FCL 2.165(a) (continued)

(2) ATP(H) integrated course – Appendix 1 to JAR-FCL 2.160 & 2.165(a)(2) and AMC FCL 2.160 & 2.165(a)(2);

(3) CPL(H)/IR integrated course – Appendix 1 to JAR-FCL 2.160 & 2.165(a)(3) and AMC FCL 2.160 & 2.165(a)(3); and

(4) CPL(H) integrated course – Appendix 1 to JAR-FCL 2.160 & 2.165(a)(4) and AMC FCL 2.160 & 2.165(a)(4); and

(5) CPL(H) modular course – Appendix 1 to JAR-FCL 2.160 & 2.165(a)(5) and AMC FCL 2.160 & 2.165(a)(5).

(b) *Night training.* The applicant shall have completed at least 5 hours flight time in helicopters at night comprising at least 3 hours of dual instruction, including at least 1 hour of cross-country navigation, and 5 solo take-offs and 5 full-stop landings, each to include one circuit.

[Amdt.4, 01.08.06]

**JAR-FCL 2.170 Skill**

(See Appendices 1 and 2 to JAR-FCL 2.170)

(See Appendix 1 to JAR-FCL 2.160 & 2.165(a)(1) through (a)(5))

An applicant for a CPL(H) shall have demonstrated the ability to perform as pilot-in-command of a helicopter the relevant procedures and manoeuvres described in Appendices 1 and 2 to JAR-FCL 2.170 with a degree of competency appropriate to the privileges granted to the holder of a CPL(H). An applicant shall take the skill test as required by the relevant Appendix 1 to JAR-FCL 2.160 & 2.165(a)(1) through (a)(5), and AMC FCL 2.160 & 2.165(1) through (5).

[Amdt.4, 01.08.06]

**Appendix 1 to JAR-FCL 2.160 & 2.165(a)(1)****ATP(H)/IR integrated course**

(See JAR-FCL 2.160, 2.165 and 2.170)

(See Appendix 1 and 2 to JAR-FCL 2.170)

(See Appendix 1 and 2 to JAR-FCL 2.210)

(See AMC FCL 2.160 & 2.165(a)(1))

(See Appendix 1 to JAR-FCL 2.470)

(See IEM FCL 2.170)

1 The aim of the ATP(H)/IR integrated course is to train pilots to the level of proficiency necessary to enable them to operate as co-pilot on multi-pilot, multi-engine helicopters in commercial air transportation and to obtain the CPL(H)/IR, but not any further specialisation (e.g. aerial work activities).

2 An applicant wishing to undertake an ATP(H)/IR integrated course shall, under the supervision of the Head of Training of an approved flying training organisation (FTO), complete all the instructional stages in one continuous approved course of training as arranged by that FTO.

3 The course shall last for between 12 and 36 months. Special arrangements may be made with the approval of the Authority to extend the course beyond 36 months where additional flying training or ground instruction is provided by the FTO.

4 An applicant may be admitted to training either as an ab-initio entrant, or as a holder of a PPL(H) issued in accordance with ICAO Annex 1. An ab-initio entrant shall meet the student pilot requirements of JAR-FCL Subpart B. In the case of a PPL(H) entrant, 50% of the helicopter hours flown by the entrant prior to the course may be credited towards the required flight instruction (see JAR-FCL 2.165(a)(1) and Appendix 1 to JAR-FCL 2.160 & 2.165(a)(1) paragraph 13), to a maximum of :

(a) up to 40 hours, of which up to 20 hours may be dual instruction, or

(b) if a helicopter night qualification has been obtained, up to 50 hours, of which up to 25 hours may be dual instruction.

This credit for the hours flown shall be at the discretion of the FTO and entered into the applicant's training record. In case of a student pilot who does not hold a pilot licence and with the approval of the Authority, a FTO may designate certain dual exercises (see AMC FCL 2.160 & 2.165(a)(1) phase 2 and 3) to be flown in an aeroplane or a TMG up to a maximum of 20 hours.

5 An applicant failing or unable to complete the entire ATP(H)/IR course may apply to the Authority for the theoretical knowledge examination and skill test for a lower licence and, if applicable, an instrument rating.

6 Any applicant wishing to transfer to another FTO during a course of training shall apply to the Authority for a formal assessment of the further hours of training required at another FTO.

7 The FTO shall ensure that before being admitted to the course the applicant has sufficient knowledge of Mathematics, Physics and English language to facilitate an understanding of the theoretical knowledge instruction content of the course. On completion of the course, the required level of English shall be accordance with Appendix 1 to JAR-FCL 2.200.

8 The course shall comprise:

(a) theoretical knowledge instruction to the ATPL(H) and IR knowledge level;

(b) visual and instrument flying training; and

(c) training in multi-crew co-operation for the operation of multi-pilot helicopters (see JAR-FCL 2.261(d)).

9 The successful completion of the type rating theoretical knowledge training and checking requirements, the theoretical knowledge examination(s) at paragraph 12 and the skill tests at paragraph 14 fulfils the theoretical knowledge and skill requirements for the issue of a CPL(H) including a type rating for the helicopter(s) used in the test(s) and an instrument rating(H).

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

## THEORETICAL KNOWLEDGE

10 The theoretical knowledge syllabus for the ATPL(H)/IR is set out in Appendix 1 to JAR-FCL 2.470. The requirements for type ratings are set out in JAR-FCL 2.240. An approved ATP(H)/IR theoretical knowledge course shall comprise at least 750 hours (1 hour = 60 minutes instruction) of instruction which can include classroom work, inter-active video, slide/tape presentation, learning carrels, computer based training, and other media as approved by the Authority, in suitable proportions.

The 750 hours of instruction shall be divided in such a way that in each subject the minimum hours are:

<b>Subject</b>	<b>hours</b>
Air Law	40
Aircraft General Knowledge	80
Flight Performance & Planning	90
Human Performance & Limitations	50
Meteorology	60
Navigation	150
Operational Procedures	20
Principles of Flight	30
Communications	30

Other sub-division of hours may be agreed between the Authority and the FTO.

11 The MCC course shall comprise at least 25 hours of theoretical knowledge instruction exercises.

**Theoretical knowledge examination**

12 An applicant shall demonstrate the level of knowledge appropriate to the privileges of the holder of an ATPL(H) and an IR, in accordance with the requirements in JAR-FCL Subpart J.

## FLYING TRAINING

13 The flying training shall comprise a total of at least 195 hours, to include all progress test. Within the total of 195 hours, applicants shall complete at least:

- (a) 140 hours of dual instruction,
- (b) 55 hours as pilot-in-command to include at least 14 hours solo day, 1 hour solo night and may include 40 hours as SPIC.

(SPIC time shall be credited as pilot-in-command time, unless the flight instructor had to influence or control any part of the flight. A ground de-briefing by the flight instructor does not affect the crediting as pilot-in-command time SPIC time can be replaced by solo time);

(c) 50 hours of cross-country flight, at least 10 hours of cross country flight as student pilot-in-command including a VFR cross country flight totalling at least 185 km (100 nm) in the course of which landings at two different aerodromes from the aerodrome of departure shall be made;

(d) 5 hours flight time 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; and

- (e) 50 hours of dual instrument time comprising:

- (i) 10 hours Basic Instrument instruction time; and

- (ii) 40 hours Instrument Rating Training, which shall include at least 10 hours in a multi-engine IFR-certificated helicopter.

- (f) 15 hours multi-crew co-operation.

- (g) of the 140 hours of dual instruction up to:

- (i) 75 hours visual instruction may include:

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

- (1) 30 hours in a helicopter FS level C/D, or
  - (2) 25 hours in a FTD 2,3 or
  - (3) 20 hours in a helicopter FNPT II/III, or
  - (4) 20 hours in an aeroplane or TMG
- (ii) 50 hours instrument instruction may include:
- (1) up to 20 hours in a helicopter FS or FTD 2,3 or FNPT II/III, or
  - (2) 10 hours in at least a helicopter FTD 1 or FNPT 1 or aeroplane FNPT 1 or an aeroplane
- (iii) 15 hours multi-crew co-operation, for which a helicopter FS or helicopter FTD 2,3(MCC) or FNPT II/III(MCC) may be used.

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

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

## SKILL TESTS

14 On completion of the related flying training the applicant shall take the CPL(H) skill test on a multi-engine helicopter in accordance with Appendix 1 and 2 to JAR-FCL 2.170 and the instrument rating skill test on either a multi-engine or a single-engine helicopter in accordance with Appendix 1 and 2 to JAR-FCL 2.210 and such other tests as are required by JAR FCL 2.262(c).

[Amdt.1, 01.12.00; Amdt.2, 01.11.02; Amdt.3, 01.09.03; Amdt.4, 01.08.06]

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**Appendix 1 to JAR-FCL 2.160 & 2.165(a)(2)****ATP(H) integrated course (No Instrument Rating)**

(See JAR-FCL 2.160, 2.165 and 2.170)

(See Appendix 1 and 2 to JAR-FCL 2.170)

(See AMC FCL 2.160 & 2.165(a)(2))

(See Appendix 1 to JAR-FCL 2.470)

(See IEM-FCL 2.170)

1 The aim of the ATP(H) integrated course is to train pilots to the level of proficiency necessary to enable them to operate as co-pilot on multi-pilot, multi-engine helicopters limited to VFR privileges in commercial air transportation and to obtain the CPL(H) but not any further specialisation (e.g. aerial work activities).

2 An applicant wishing to undertake an ATP(H) integrated course shall, under the supervision of the Head of Training of an approved flying training organisation (FTO), complete all the instructional stages in one continuous approved course of training as arranged by that FTO.

3 The course shall last for between 12 and 36 months. Special arrangements may be made with the approval of the Authority to extend the course beyond 36 months where additional flying training or ground instruction is provided by the FTO.

4 An applicant may be admitted to training either as an ab-initio entrant, or as a holder of a PPL(H) issued in accordance with ICAO Annex 1. An ab-initio entrant shall meet the student pilot requirements of JAR-FCL Subpart B. In the case of a PPL(H) entrant, 50% of the helicopter hours flown by the entrant prior to the course may be credited towards the required flight instruction (see JAR-FCL 2.165(a)(2) and Appendix 1 to JAR-FCL 2.160 & 2.165(2) paragraph 13), to a maximum of :

(a) up to 40 hours, of which up to 20 hours may be dual instruction, or

(b) if a helicopter night qualification has been obtained, up to 50 hours, of which up to 25 hours may be dual instruction.

This credit for the hours flown shall be at the discretion of the FTO and entered into the applicant's training record. In case of a student pilot who does not hold a pilot licence and with the approval of the Authority, a FTO may designate certain dual exercises (see AMC FCL 2.160 & 2.165(a) (2) phase 2 ) to be flown in an aeroplane or a TMG up to a maximum of 20 hours.

5 An applicant failing or unable to complete the entire ATP(H) course may apply to the Authority for the theoretical knowledge examination and skill test for a lower licence.

6 Any applicant wishing to transfer to another FTO during a course of training shall apply to the Authority for a formal assessment of the further hours of training required at another FTO.

7 The FTO shall ensure that before being admitted to the course the applicant has sufficient knowledge of Mathematics, Physics and English language to facilitate an understanding of the theoretical knowledge instruction content of the course.

8 The course shall comprise:

(a) theoretical knowledge instruction to the ATPL(H) knowledge level;

(b) visual and basic instrument flying training; and

(c) training in multi-crew co-operation for the operation of multi-pilot helicopters (see JAR-FCL 2.261(d))

9 The successful completion of the type rating theoretical knowledge training and checking requirements, the theoretical knowledge examination(s) at paragraph 12 and the skill tests at paragraph 14 fulfils the theoretical knowledge and skill requirements for the issue of a CPL(H) including a type rating for the helicopter(s) used in the test(s).

Appendix 1 to JAR–FCL 2.160 & 2.165(a)(2) (continued)

## THEORETICAL KNOWLEDGE

10 The theoretical knowledge syllabus for the ATPL(H) is set out in Appendix 1 to JAR-FCL 2.470. The requirements for type ratings are set out in JAR–FCL 2.240. An approved ATPL(H) theoretical knowledge course shall comprise at least 550 hours (1 hour = 60 minutes instruction) of instruction which can include classroom work, inter-active video, slide/tape presentation, learning carrels, computer based training, and other media as approved by the Authority, in suitable proportions.

The 550 hours of instruction shall be divided in such a way that in each subject the minimum hours are:

Subject	hours
Air Law	30
Aircraft General Knowledge	70
Flight Performance & Planning	65
Human Performance & Limitations	40
Meteorology	40
Navigation	120
Operational Procedures	20
Principles of Flight	30
Communications	25

Other sub-division of hours may be agreed between the Authority and the FTO.

11 The MCC course shall comprise at least 20 hours of theoretical knowledge instruction exercises.

## Theoretical knowledge examination

12 An applicant shall demonstrate the level of knowledge appropriate to the privileges of the holder of an ATPL (H)/, in accordance with the requirements in JAR–FCL Subpart J.

## FLYING TRAINING

13 The flying training shall comprise a total of at least 150 hours, to include all progress test.- Within the total of 150 hours, applicants shall complete at least:

- (a) 95 hours of dual instruction,
- (b) 55 hours as pilot-in-command, to include at least 14 hours solo day, 1 hour solo night and may include 40 hours as SPIC .  
 SPIC time shall be credited as pilot-in-command time, unless the flight instructor had to influence or control any part of the flight. A ground de-briefing by the flight instructor does not affect the crediting as pilot-in-command time. SPIC time can be replaced by solo time.
- (c) 50 hours of cross-country flight, at least 10 hours of cross country flight as student pilot-in-command including a VFR cross country flight totalling at least 185 km (100 NM) in the course of which landings at two different aerodromes from the aerodrome of departure shall be made;
- (d) 5 hours flight time in helicopters shall be completed at night comprising 3 hours of dual instruction including at least 1 hour of cross-country navigation and 5 solo night circuits. Each circuit shall include a take-off and a landing;
- (e) 10 hours of-dual basic instrument instruction time;

(f) 10 hours multi-crew co-operation.

(g) Of the 95 hours of dual instruction up to :

(i) 75 hours visual instruction may include:

- (1) 30 hours in a helicopter FS level C/D, or
- (2) 25 hours in a helicopter FTD 2,3 or
- (3) 20 hours in a helicopter FNPT II/III, or
- (4) 20 hours in an aeroplane or TMG.

(ii) 10 hours basic instrument instruction may include :

5 hours in at least a helicopter FTD 1 or FNPT I or aeroplane FNPT I or an aeroplane

(iii) 10 hours multi-crew co-operation, for which a helicopter: FS or FTD 2,3(MCC) or FNPT II/III(MCC) may be used.

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

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

#### SKILL TESTS

14 On completion of the related flying training the applicant shall take the CPL(H) skill test on a multi-engine helicopter in accordance with Appendix 1 and 2 to JAR-FCL 2.170 and such other tests as are required by JAR FCL 2.262(c).

[Amdt.1, 01.12.00; Amdt.2, 01.11.02; Amdt.3, 01.09.03; Amdt.4, 01.08.06]

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**Appendix 1 to JAR-FCL 2.160 & 2.165(a)(3)****CPL(H)/IR integrated course**

(See JAR-FCL 2.160, 2.165 and 2.170)

(See Appendix 1 and 2 to JAR-FCL 2.170)

(See AMC FCL 2.160 & 2.165(a)(3))

(See Appendix 1 to JAR-FCL 2.470)

(See IEM-FCL 2.170)

1 The aim of the CPL(H)/IR integrated course is to train pilots to the level of proficiency necessary to operate single-pilot multi engine helicopter and to obtain the CPL(H)/IR multi-engine helicopter .

2 An applicant wishing to undertake a CPL(H)/IR integrated course shall, under the supervision of the Head of Training of an approved flying training organisation (FTO), complete all the instructional stages in one continuous approved course of training as arranged by that FTO.

3 The course shall last for between 9 and 30 months.

4 An applicant may be admitted to training either as an ab-initio entrant, or as the holder of a (PPL(H)) issued in accordance with ICAO Annex 1. An ab-initio entrant shall meet the student pilot requirements of JAR-FCL Subpart B. In the case of a PPL(H) entrant, 50% of the helicopter hours flown by the entrant prior to the course may be credited towards the required flight instruction (see JAR-FCL 2.165(a)(3) and Appendix 1 to JAR-FCL 2.160 & 2.165 (a)(3) paragraph 12), to a maximum of:

- (a) up to 40 hours, of which up to 20 hours may be dual instruction, or
- (b) if a helicopter night qualification has been obtained, up to 50 hours, of which up to 25 hours may be dual instruction.

This credit for the hours flown shall be at the discretion of the FTO and entered into the applicant's training record. In case of a student pilot who does not hold a pilot licence and with the approval of the Authority a FTO may designate certain dual exercises (see AMC FCL 2.160 & 2.165 (a) (3) phase 2 and 3 to be flown in an aeroplane or a TMG up to a maximum of 20 hours.

5 An applicant failing or unable to complete the entire CPL(H)/IR course may apply to the Authority for the theoretical knowledge examination and skill test for a lower licence, and if applicable, an instrument rating.

6 Any applicant wishing to transfer to another FTO during a course of training shall apply to the Authority for a formal assessment of the further hours of training required at another FTO.

7 The FTO shall ensure that before being admitted to the course the applicant has sufficient knowledge of Mathematics, Physics and English language to facilitate an understanding of the theoretical knowledge instruction content of the course. On completion of the course, the required level of English shall be accordance with Appendix 1 to JAR-FCL 2.200.

8 The course shall comprise:

- (a) theoretical knowledge instruction to CPL(H) and IR knowledge level, and for the initial MEH type rating, the additional theoretical knowledge requirements according to JAR-FCL 2.255(a); and
- (b) visual and instrument flying training.

9 The successful completion of the type rating training and checking requirements (see Appendix 1 of JAR-FCL 2.261 and AMC FCL 2.261), the theoretical knowledge examinations at paragraph 11 and of the skill test(s) at paragraph 13 fulfil the knowledge and skill requirements for the issue of a CPL(H) including a type rating for the helicopter(s) used in the test(s) and a multi-engine instrument rating (H).

**THEORETICAL KNOWLEDGE**

10 The theoretical knowledge syllabus for the CPL(H)/IR is set out in [Appendix 1 to JAR-FCL 2.470]. The requirements for type ratings are set out in JAR-FCL 2.240. An approved CPL(H)/IR theoretical knowledge course shall comprise at least 500 hours (1 hour = 60 minutes instruction) of instruction which

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

can include classroom work, inter-active video, slide/tape presentation, learning carrels, computer based training, and other media as approved by the Authority, in suitable proportions.

The 500 hours of instruction shall be divided in such a way that in each subject the minimum hours are:

Subject	hours
Air Law	30
Aircraft General Knowledge	50
Flight Performance & Planning	60
Human Performance & Limitations	15
Meteorology	40
Navigation	100
Operational Procedures	10
Principles of Flight	25
Communications	30

Other sub-division of hours may be agreed between the Authority and the FTO.

## THEORETICAL KNOWLEDGE EXAMINATION

11 An applicant shall demonstrate a level of knowledge appropriate to the privileges of the holder of a CPL(H) and an instrument rating, in accordance with the requirements in JAR-FCL 2- Subpart J.

## FLYING TRAINING

12 The flying training shall comprise a total of at least 180 hours include all progress tests. Within the 180 hours, applicants shall complete at least:

- (a) 125 hours or of dual instruction ;
- (b) 55 hours as pilot-in-command; to include at least 14 hours solo day, 1 hour solo night and may include 40 hours as SPIC .  
  
SPIC time shall be credited as pilot-in-command time, unless the flight instructor had to influence or control any part of the flight. A ground de-briefing by the flight instructor does not affect the crediting as pilot-in-command time. SPIC time can be replaced by solo time.
- (c) 10 hours dual cross-country flying;  
  
10 hours of cross-country flight as pilot-in-command including a VFR cross-country flight totalling at least 185km (100 NM) in the course of which full stop landings at two different aerodromes from the aerodrome of departure shall be made;
- (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;
- (e) 50 hours of dual instrument time comprising:
  - (i) 10 hours Basic Instrument instruction time; and
  - (ii) 40 hours Instrument Rating Training, which shall include at least 10 hours in a multi-engine IFR-certificated helicopter

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

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

- (i) 75 hours visual instruction may include:
  - (1) 30 hours in a helicopter FS level C/D, or
  - (2) 25 hours in a helicopter FTD 2,3, or
  - (3) 20 hours in a helicopter FNPT II/III, or
  - (4) 20 hours in an aeroplane or TMG.
- (ii) 50 hours instrument instruction may include :
  - (1) up to 20 hours in a helicopter FS or FTD 2,3 or FNPT II,III, or
  - (2) 10 hours in at least a helicopter FTD 1 or FNPT I or aeroplane FNPT I or an aeroplane

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

#### SKILL TEST

13 On completion of the related flying training, the applicant shall take the CPL(H) skill test on either a multi-engine helicopter or a single-engine helicopter in accordance with Appendix 1 and 2 to JAR-FCL 2.170 and instrument rating skill test on a multi-engine helicopter IFR-certificated in accordance with Appendix 1 and 2 to JAR-FCL 2.210.

[Amdt.1, 01.12.00; Amdt.2, 01.11.02; Amdt.3, 01.09.03; Amdt.4, 01.08.06]

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**Appendix 1 to JAR-FCL 2.160 & 2.165(a)(4)****CPL(H) integrated course**

(See JAR-FCL 2.160, 2.165 and 2.170)

(See Appendix 1 and 2 to JAR-FCL 2.170)

(See AMC FCL 2.160 & 2.165(a)(4)

(See Appendix 1 to JAR-FCL 2.470)

(See IEM-FCL 2.170)

1 The aim of the CPL(H) integrated course is to train pilots to the level of proficiency necessary for the issue of a CPL(H), but not the instrument rating or any further specialisation (e.g. aerial work activities)

2 An applicant wishing to undertake a CPL(H) integrated course shall, under the supervision of the Head of Training of an approved flying training organisation (FTO), complete all the instructional stages in one continuous approved course of training as arranged by that FTO.

3 The course shall last for between 9 and 24 months.

4 An applicant may be admitted to training either as an ab-initio entrant, or as the holder of a private pilot licence (helicopter) (PPL(H)) issued in accordance with ICAO Annex 1. An ab-initio entrant shall meet the student pilot requirements of JAR-FCL Subpart B. In the case of a PPL(H) entrant, 50% of the helicopter hours flown by the entrant prior to the course may be credited towards the required flight instruction (see JAR-FCL 2.165(a)(4) and Appendix 1 to JAR-FCL 2.160 & 2.165 (a)(4) paragraph 12), to a maximum of:

(a) up to 40 hours, of which up to 20 hours may be dual instruction, or

(b) if a helicopter night qualification has been obtained, up to 50 hours, of which up to 25 hours may be dual instruction.

This credit for the hours flown shall be at the discretion of the FTO and entered into the applicant's training record. In case of a student pilot who does not hold a pilot licence and with the approval of the Authority a FTO may designate certain dual exercises (see AMC FCL 2.160 & 2.165 (a)(4) phase 2) to be flown in an aeroplane or a TMG up to a maximum of 20 hours.

5 An applicant failing or unable to complete the entire CPL(H) course may apply to the Authority for the theoretical knowledge examination and skill test for a lower licence.

6 Any applicant wishing to transfer to another FTO during a course of training shall apply to the Authority for a formal assessment of the further hours of training required at another FTO.

7 The FTO shall ensure that before being admitted to the course the applicant has sufficient knowledge of Mathematics and Physics to facilitate an understanding of the theoretical knowledge instruction content of the course.

8 The course shall comprise:

(a) theoretical knowledge instruction to CPL(H) knowledge level; and

(b) visual and instrument flying training.

9 The successful completion of the type rating training and checking requirements (see Appendix 1 to JAR-FCL 2.261 and AMC FCL 2.261), the theoretical knowledge examinations at paragraph 11 and of the skill test(s) at paragraph 13 fulfil the theoretical knowledge and skill requirements for the issue of a CPL(H) including a type rating for the helicopter(s) used in the test(s).

**THEORETICAL KNOWLEDGE**

10 The theoretical knowledge syllabus for the CPL(H) is set out in Appendix 1 to JAR-FCL 2.470. The requirements for type ratings are set out in JAR-FCL 2.240. An approved CPL(H) theoretical knowledge course shall comprise at least 300 hours (1 hour = 60 minutes instruction) of instruction (or 200 hours if the applicant is the holder of a PPL) which can include classroom work, inter-active video, slide/tape presentation, learning carrels, computer based training, and other media as approved by the Authority, in suitable proportions.

## Appendix 1 to JAR-FCL 2.160 &amp; 2.165(a)(4) (continued)

The 300 hours of instruction shall be divided in such a way that in each subject the minimum hours are:

Subject	hours
Air Law	25
Aircraft General Knowledge	30
Flight Performance & Planning	25
Human Performance & Limitations	10
Meteorology	30
Navigation	55
Operational Procedures	8
Principles of Flight	20
Communications	10

Other sub-division of hours may be agreed between the Authority and the FTO.

## THEORETICAL KNOWLEDGE EXAMINATION

11 An applicant shall demonstrate a level of knowledge appropriate to the privileges of the holder of a CPL(H) in accordance with the requirements in JAR-FCL Subpart J.

## FLYING TRAINING

12 The flying training shall comprise a total of at least 135 hours, to include all progress tests, of which up to 5 hours for the entire course may be instrument ground time. Within the 135 hours total, applicants shall complete at least:

- (a) 85 hours of dual instruction;
- (b) 50 hours as pilot-in-command; to include at least 14 hours solo day, 1 hour solo night and may include 35 hours as SPIC.  
 SPIC time shall be credited as pilot-in-command time, unless the flight instructor had to influence or control any part of the flight. A ground de-briefing by the flight instructor does not affect the crediting as pilot-in-command time;
- (c) 10 hours dual cross-country flying;
- (d) 10 hours of cross-country flight as pilot-in-command including a VFR cross-country flight totalling at least 185km (100 NM) in the course of which full stop landings at two different aerodromes from the aerodrome of departure shall be made;
- (e) 5 hours flight time 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;
- (f) 10 hours of instrument dual instruction time, including at least 5 hours in a helicopter.
- (g) Of the 85 hours of dual instruction up to:
  - (i) 75 hours visual instruction may include:
    - (1) 30 hours in a helicopter FS level C/D, or
    - (2) 25 hours in a helicopter FTD 2,3, or
    - (3) 20 hours in a helicopter FNPT II/III, or
    - (4) 20 hours in an aeroplane or TMG.



Appendix 1 to JAR-FCL 2.160 & 2.165(a)(4) (continued)

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

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

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

#### SKILL TEST

13 On completion of the related flying training, the applicant shall take the CPL(H) skill test in accordance with Appendix 1 and 2 to JAR-FCL 2.170.

[Amdt.4, 01.08.06]

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**Appendix 1 to JAR-FCL 2.160 & 2.165(a)(5)****CPL(H) modular course**

(See JAR-FCL 2.160, 2.165 and 2.170)

(See Appendix 1 and 2 to JAR-FCL 2.170)

(See AMC FCL 2.160 & 2.165(a) (5))

(See Appendix 1 to JAR-FCL 2.470)

(See IEM-FCL 2.170)

1 The aim of the CPL(H) modular course is to train PPL(H) holders to the level of proficiency necessary for the issue of a CPL(H), but not in the instrument rating or any further specialisation (e.g. aerial work activities).

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

- (a) be the holder of a PPL(H) issued in accordance with ICAO Annex 1;
- (b) have completed 155 hours flight time as a pilot in helicopters, including 50 hours as PIC of which 10 hours shall be cross-country (105 hours as pilot in helicopters if holder of a CPL(A), 135 hours as pilot in helicopters if holder of a PPL(A); and
- (c) have complied with JAR-FCL 2.225 and 2.240 if a multi-engine helicopter is to be used on the skill test.

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

4 The course of theoretical knowledge shall be completed within 18 months. The flight instruction and skill test shall be completed within the period of validity of the pass in the theoretical examinations, as set out in JAR-FCL 2.495.

5 The FTO shall ensure that before being admitted to the course the applicant has sufficient knowledge of Mathematics and Physics to facilitate an understanding of the theoretical knowledge instruction content of the course.

6 The course shall comprise:

- (a) theoretical knowledge instruction to CPL(H) knowledge level; and
- (b) visual and instrument flying training.

7 The successful completion of the theoretical knowledge examination at paragraph 9 and of the skill test at paragraph 12 fulfil the theoretical knowledge and skill requirements for the issue of a CPL(H) including a type rating for the helicopter used in the test.

**THEORETICAL KNOWLEDGE**

8 The theoretical knowledge syllabus for the CPL(H) is set out in Appendix 1 to JAR-FCL 2.470. The requirements for type ratings are set out in JAR-FCL 2.240. An approved CPL(H) theoretical knowledge course shall comprise at least 200 hours (1 hour = 60 minutes instruction) of instruction, which can include classroom work, inter-active video, slide/tape presentation, learning carrels, computer based training, and other media as approved by the Authority, in suitable proportions. Approved distance learning (correspondence) courses may also be offered as part of the course at the discretion of the Authority.

**THEORETICAL KNOWLEDGE EXAMINATION**

9 An applicant shall demonstrate a level of knowledge appropriate to the privileges of the holder of a CPL(H) in accordance with the requirements in JAR-FCL Subpart J.

Appendix 1 to JAR-FCL 2.160 & 2.165(a)(5) (continued)

#### FLYING TRAINING

- 10 (a) Applicants without an instrument rating shall be given at least 30 hours dual flight instruction (See AMC FCL 2.160 and 2.165(a)(5) ).
- (b) Applicants holding a valid IR(H) shall be fully credited towards the dual instrument instruction time.
- (c) Applicants holding a valid IR(A) shall complete at least 5 hours of the dual instrument instruction time in a helicopter
- (d) Of the 30 hours dual instruction time, up to:
- (i) 20 hours visual instruction may include 5 hours in a helicopter FS or FTD 2,3 or FNPT II,III and
- (ii) 10 hours instrument instruction, which may include 5 hours in at least a helicopter FTD 1 or FNPT I or aeroplane FNPT I or an aeroplane.
- 11 Applicants without a night flying qualification helicopter shall be given additionally at least 5 hours night flight instruction (see JAR-FCL 2.125(c) and Appendix 4 to JAR-FCL 2.125).

See AMC-FCL 2.160 & 2.165(a) (5) for flight instruction syllabus.

#### SKILL TEST

- 12 On completion of the related flying training and relevant experience, the applicant shall take the CPL(H) skill test in accordance with Appendix 1 and 2 to JAR-FCL 2.170.

[Amdt.4, 01.08.06]

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**Appendix 1 to JAR-FCL 2.170****Skill test for the issue of the CPL(H)**

(See JAR-FCL 2.170)

(See Appendix 2 to JAR-FCL 2.170)

(See IEM FCL 2.170)

1 An applicant for a skill test for the CPL(H) shall have satisfactorily completed all of the required training, including instruction on the same type of helicopter to be used in the test. An applicant graduating from an ATP(H) integrated course shall take the test on a multi-engine helicopter. An applicant graduating from a CPL(H) integrated course, or a CPL(H) modular course, may take the test on either a single engine helicopter or, subject to the experience requirement set out in JAR-FCL 2.255(a) to have 70 hours as pilot in command of helicopters, a multi-engine helicopter. The helicopter used for the skill test shall meet the requirements for training helicopters set out in Appendix 1 to JAR-FCL 2.055.

2 The administrative arrangements for confirming the applicant's suitability to take the test, including disclosure of the applicant's training record to the examiner, will be determined by the Authority.

3 An applicant shall pass sections 1 through 5 of the skill test. Failure in more than one section will require the applicant to take the entire test again. If any item in a section is failed, that section is failed. An applicant failing only one section shall take the failed section again. Failure in any items of the re-test and failure in any other items already passed, will require the applicant to take the entire test again. All sections of the skill test shall be completed within six months.

4 Further training may be required following any failed skill test. Failure to achieve a pass in all sections of the test in two attempts shall require further training as determined by the Authority. There is no limit to the number of skill tests that may be attempted.

**CONDUCT OF THE TEST**

5 The Authority will provide the FE with adequate safety advice to ensure that the test is conducted safely.

6 Should the applicant choose to terminate a skill test for reasons considered inadequate by the FE, the applicant shall retake the entire skill test. If the test is terminated for reasons considered adequate by the FE, only those sections not completed shall be tested in a further flight.

7 At the discretion of the FE, any manoeuvre or procedure of the test may be repeated once by the applicant. The FE may stop the test at any stage if it is considered that the applicant's demonstration of flying skill requires a complete re-test.

8 An applicant shall be required to fly the helicopter from a position where the pilot-in-command functions can be performed and to carry out the test as if there is no other crew member. Responsibility for the flight shall be allocated in accordance with national regulations.

9 The area and route to be flown shall be chosen by the FE and all low level and hover work shall be at an approved aerodrome/site. Routes used for section 3 may end at the aerodrome of departure or at another aerodrome and one destination shall be a controlled aerodrome. The applicant shall be responsible for the flight planning and shall ensure that all equipment and documentation for the execution of the flight are on board. The skill test may be conducted in 2 flights. The total duration of the flight(s) shall be at least 90 minutes.

10 An applicant shall indicate to the FE the checks and duties carried out, including the identification of radio facilities. Checks shall be completed in accordance with the authorised check list for the helicopter on which the test is being taken. During pre-flight preparation for the test the applicant is required to determine power settings and speeds. Performance data for take-off, approach and landing shall be calculated by the applicant in compliance with the operations manual or flight manual for the helicopter used.

11 The FE shall take no part in the operation of the helicopter except where intervention is necessary in the interests of safety or to avoid unacceptable delay to other traffic.

## Appendix 1 to JAR-FCL 2.170 (continued)

## FLIGHT TEST TOLERANCES

12 The applicant shall demonstrate the ability to:

- operate the helicopter within its limitations;
- complete all manoeuvres with smoothness and accuracy;
- exercise good judgement and airmanship;
- apply aeronautical knowledge; and
- maintain control of the helicopter at all times in such a manner that the successful outcome of a procedure or manoeuvre is never seriously in doubt.

13 The following limits are for general guidance. The FE shall make allowance for turbulent conditions and the handling qualities and performance of the helicopter used.

## Height

normal flight	±100 feet
simulated major emergency	±150 feet

## Tracking on radio aids

±10°

## Heading

normal flight	±10°
simulated major emergency	±15°

## Speed

take-off and approach multi-engine	±5 knots
all other flight regimes	±10 knots

## Ground drift

T.O. hover I.G.E.	±3 feet
landing	no sideways or backwards movement

## CONTENT OF THE TEST

14 The skill test contents and sections set out in Appendix 2 to JAR-FCL 2.170 shall be used for the skill test. Items in Section 4 may be performed in a FNPT (H) or a flight simulator (H). The format and application form for the skill test may be determined by the Authority (see IEM FCL 2.170)

[Amdt.1, 01.12.00; Amdt.4, 01.08.06]

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**Appendix 2 to JAR-FCL 2.170****Content of the skill test for the issue of the CPL(H)**

(See JAR-FCL 2.170)

(See IEM FCL 2.170)

Note: Use of checklist, airmanship, control of helicopter by external visual reference, anti-icing procedures, etc, apply in all sections.

<b>SECTION 1</b> <b>PRE-FLIGHT/POST-FLIGHT CHECKS AND PROCEDURES</b>	
a	Helicopter knowledge, (e.g. technical log, fuel, mass and balance, performance), Flight Planning, NOTAMS, Weather
b	Pre-flight inspection/action, location of parts and purpose
c	Cockpit inspection, Starting procedure
d	Communication and navigation equipment checks, selecting and setting frequencies
e	Pre-take-off procedure, R/T procedure, ATC liaison-compliance
f	Parking, Shutdown and Post-flight procedure
<b>SECTION 2</b> <b>HOVER MANOEUVRES, ADVANCED HANDLING AND CONFINED AREAS</b>	
a	Take-off and landing, (lift off and touch down)
b	Taxi, hover taxi
c	Stationary hover with head/cross/tail wind
d	Stationary hover turns, 360° left and right (spot turns)
e	Forward, sideways and backwards hover manoeuvring
f	Simulated engine failure from the hover
g	Quick stops into and downwind
h	Sloping ground/unprepared sites landings and take-offs
i	Take-offs (various profiles)
j	Crosswind, downwind take-off (if practicable)
k	Take-off at maximum take-off mass (actual or simulated)
l	Approaches (various profiles)
m	Limited power take-off and landing
n	Autorotations (FE to select two items from - Basic, range, low speed, and 360° turns)
o	Autorotative landing
p	Practice forced landing with power recovery
q	Power checks, reconnaissance technique, approach and departure technique
<b>SECTION 3</b> <b>NAVIGATION - EN ROUTE PROCEDURES</b>	

a	Navigation and orientation at various altitudes/heights, map reading
b	Altitude/height, speed, heading control, observation of airspace, altimeter setting
c	Monitoring of flight progress, flight log, fuel usage, endurance, ETA, assessment of track error and re-establishment of correct track, instrument monitoring
d	Observation of weather conditions, diversion planning
e	Tracking, positioning (NDB and/or VOR), identification of facilities
f	ATC liaison and observance of regulations, etc.
<b>SECTION 4 FLIGHT PROCEDURES AND MANOEUVRES BY SOLE REFERENCE TO INSTRUMENTS</b>	
a	Level flight, control of heading, altitude/height and speed
b	Rate 1 level turns onto specified headings, 180° to 360° left and right
c	Climbing and descending, including turns at rate 1 onto specified headings
d	Recovery from unusual attitudes
e	Turns with 30° bank, turning up to 90° left and right
<b>SECTION 5 ABNORMAL AND EMERGENCY PROCEDURES (SIMULATED WHERE APPROPRIATE)</b>	
Note (1) Where the test is conducted on a multi-engine helicopter a simulated engine failure drill, including a single engine approach and landing shall be included in the test.	
Note (2) The FE shall select 4 items from the following:	
a	Engine malfunctions, including governor failure, carburetor/engine icing, oil system, as appropriate
b	Fuel system malfunction
c	Electrical system malfunction
d	Hydraulic system malfunction, including approach and landing without hydraulics, as applicable
e	Main rotor and/or anti-torque system malfunction (flight simulator or discussion only)
f	Fire drills, including smoke control and removal, as applicable
g	Other abnormal and Emergency procedures as outlined in appropriate flight manual and with reference to Appendix 3 to JAR-FCL 2.240, sections 7 and 8, including for multi-engine helicopters: <ul style="list-style-type: none"> <li>- Simulated engine failure at take-off: <ul style="list-style-type: none"> <li>- rejected take-off at or before TDP or safe forced landing at or before DPATO</li> <li>- shortly after TDP or DPATO</li> </ul> </li> <li>- Landing with simulated engine failure: <ul style="list-style-type: none"> <li>- landing or go-around following engine failure before LDP or DPBL</li> <li>- following engine failure after LDP or safe forced landing after DPBL</li> </ul> </li> </ul>

[Amdt.1, 01.12.00]

**SUBPART E – INSTRUMENT RATING (Helicopter) – IR(H)****JAR-FCL 2.174 Medical fitness**

An applicant for an IR(H) shall be medically fit in accordance with JAR-FCL 3.355(b).

[Amdt.2, 01.11.02]

**JAR-FCL 2.175 Circumstances in which an IR(H) is required**

(a) The holder of a pilot licence shall not act in any capacity as a pilot of a helicopter under Instrument Flight Rules (IFR), except as a pilot undergoing skill testing or dual training, unless the holder has an instrument rating (IR) appropriate to the category of aircraft issued in accordance with JAR-FCL.

(b) In JAA Member States where national legislation requires flight in accordance with IFR under specified circumstances (eg. at night), the holder of a pilot licence may fly under IFR, provided he holds a qualification appropriate to the circumstances, airspace and flight conditions in which the flight is conducted. National qualifications permitting pilots to fly in accordance with IFR other than in VMC without being the holder of a valid IR(H) shall be restricted to use of the airspace of the State of licence issue only.

[Amdt.1, 01.12.00]

**JAR-FCL 2.180 Privileges and conditions**

(a) *Privileges.*

(1) Subject to the rating restrictions imposed by use of another pilot functioning as a co-pilot (multi-pilot restriction) during the skill test set out in Appendices 1 and 2 to JAR-FCL 2.210, and any other conditions specified in JARs, the privileges of a holder of an IR(H) are to pilot helicopters under IFR with a minimum decision height of 200 feet (60m), except as PIC in MPH. To exercise the privileges as PIC in MPH, the holder must have at least 70 hours of instrument time of which not more than 30 hours may be instrument ground time. For credits for aeroplane instrument time, see JAR-FCL 2.280(b).

(2) Decision heights lower than 200 feet (60m) may be authorised by the Authority after further training and testing in accordance with JAR-OPS, AMC FCL

JAR-FCL 2.180(a)(2) (continued)

2.261(a) paragraph 6 and with Appendix 4 to JAR-FCL 2.240 & 2.295.

(b) *Conditions.* An applicant who has complied with the conditions specified in JAR-FCL 2.174 through JAR-FCL 2.210 shall have fulfilled the requirements for the issue of an IR(H).

[Amdt.1, 01.12.00; Amdt.2, 01.11.02; Amdt.4, 01.08.06]

**JAR-FCL 2.185 Validity, revalidation and renewal**

(a) An IR(H) is valid for one year from the date of issue or renewal, or from the expiry date of a current IR(H) if revalidated in accordance with JAR-FCL 2.246(a).

(b) If the IR(H) is restricted for use in multi-pilot operations only, the revalidation or renewal shall be completed in multi-pilot operations.

(c) If the IR(H) has not been revalidated/renewed within the preceding 7 years, the holder will be required to retake the IR(H) theoretical knowledge examination and skill test in accordance with Appendix 1 to JAR-FCL 2.210.

[Amdt.1, 01.12.00; Amdt.4, 01.08.06]

**JAR-FCL 2.190 Experience**

An applicant for an IR(H) shall hold a PPL(H) including a night qualification or CPL(H) or an ATPL(H) and shall have completed at least 50 hours cross-country flight time as pilot-in-command in helicopters or aeroplanes of which at least 10 hours shall be in helicopters. An applicant who has satisfactorily followed and completed an integrated flying training course as ATPL(H)/IR, ATPL(H), CPL(H)/IR or CPL(H) shall be exempt from the 50 hours requirement.

[Amdt.4, 01.08.2006]

**JAR-FCL 2.195 Theoretical knowledge**

(a) *Course.* An applicant for an IR(H) shall have received theoretical knowledge instruction on an approved course at an approved flying training organisation (FTO). The course should, wherever possible, be combined with a flying training course as set out in JAR-FCL 2.205.

(b) An applicant shall demonstrate a level of knowledge appropriate to the privileges



granted to the holder of an IR(H) and shall meet the requirements set out in JAR-FCL Subpart J.

[Amdt. 3, 01.09.03; Amdt. 4, 01.08.06]

**JAR-FCL 2.200 Use of English Language**  
(See Appendix 1 to JAR-FCL 2.200)

(a) An applicant for an IR(H) or validation shall have demonstrated the ability to use the English language as set out in Appendix 1 to JAR-FCL 2.200.

(b) The holder of an IR(H) issued in accordance with Appendix 1 to JAR-FCL 2.200 shall have the PPL(H), CPL(H) or ATPL(H) extended with radiotelephony privileges in English.

[Amdt. 2, 01.11.02]

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

An applicant for an IR(H) shall have participated in a course of integrated flying training which includes training for the IR(H) (see JAR-FCL 2.165) or shall have completed an approved modular flying training course as set out in Appendix 1 to JAR-FCL 2.205. If the applicant is the holder of an IR(A) the total amount of flight instruction required by Appendix 1 to JAR-FCL 2.205 may be reduced to 10 hours.

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**JAR-FCL 2.210 Skill**  
(See Appendices 1 and 2 to JAR-FCL 2.210)

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

[Amdt. 3, 01.09.03]

**Appendix 1 to JAR-FCL 2.200****IR(H) – Use of English language**

(See JAR-FCL 2.200)

[(See JAR-FCL 2.005(b)(5))]

[(See JAR-FCL 2.010(a)(4))]

(See Appendix 1 to JAR-FCL 2.005)

(See Appendix 1 to JAR-FCL 2.015)

**USE OF ENGLISH LANGUAGE**

1 An applicant for or the holder of the IR(H) shall have the ability to use the English language for the following purposes:

- (a) flight:  
radio telephony relevant to all phases of flight, including emergency situations.

This item is considered to be fulfilled, if the applicant has passed an IR or ATPL skill test or proficiency check during which the two-way radiotelephony communication is performed in English.

- (b) ground:
- all information relevant to the accomplishment of a flight, e.g.
    - \* be able to read and demonstrate an understanding of technical manuals written in English, e.g. an Operations Manual, a Helicopter Flight Manual, etc.
    - \* pre-flight planning, weather information collection, NOTAMs, ATC Flight Plan, etc.
    - \* use of all aeronautical en-route, departure and approach charts and associated documents written in English.

This item is considered to be fulfilled, if the applicant has graduated from a IR or ATP course given in English or if he/she has passed the theoretical IR or ATPL examination in English

- (c) communication:
- be able to communicate with other crew members in English during all phases of flight, including flight preparation

This item is considered to be fulfilled, if the applicant for or the holder of an IR(H) has graduated from a MCC-course given in English and is holding a certificate of satisfactory completion of that course in accordance with JAR-FCL 2.250 (a)(2) or if he has passed a multi-pilot skill test/proficiency check in accordance with Appendix 1 to JAR-FCL 2.240 & 2.295, during which the two-way radiotelephony communication and the communication with other crew members are performed in English.

2 Alternatively, the above stated requirements may be demonstrated by having passed a specific examination given by the Authority after having undertaken a course of training enabling the applicant to meet all the objectives listed in 1(a), (b) and (c) above.

3 Where the examination above-mentioned method or referred to in paragraphs (1) and (2) above meets the language proficiency requirements stated in JAR-FCL 2.010(a)(4), it may be used for the purpose of issuing a Language Proficiency endorsement in accordance with JAR-FCL 2.005(b)(5).

[Amdt.2, 01.11.02; Amdt.5, 01.12.06; Amdt.6, 01.02.07]

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

(See JAR-FCL 2.205)

- 1 The aim of the IR(H) modular flying training course is to train pilots to the level of proficiency necessary to operate helicopters under IFR and in IMC in accordance with ICAO PANS-OPS Document 8168.
- 2 An applicant for a modular IR(H) course shall be the holder of a PPL(H) with a night qualification issued in accordance with Appendix 4 to JAR-FCL 2.125, or a CPL(H) or an ATPL(H) issued in accordance with ICAO Annex 1. Prior to commencing the IR(H) course, the applicant shall be the holder of the helicopter type rating used for the IR(H) skill test, or have completed approved type rating training on that type. The applicant shall hold a certificate of satisfactory of MCC if the skill test is to be conducted in Multi-Pilot conditions.
- 3 An applicant wishing to undertake a modular IR(H) course shall be required, under the supervision of the Head of Training of an approved flying training organisation (FTO), to complete all the instructional stages in one continuous approved course of training as arranged by that FTO. The theoretical knowledge instruction may be given at an approved FTO conducting theoretical knowledge instruction only, in which case the Head of Training of that organisation shall supervise that part of the course.
- 4 The course of theoretical instruction shall be completed within 18 months. The flight instruction and the skill test shall be completed within the period of validity of the pass in the theoretical examinations, as set out in JAR-FCL 2.495.
- 5 The course shall comprise:
  - (a) theoretical knowledge instruction to the instrument rating knowledge level;
  - (b) instrument flight instruction.
- 6 The successful completion of the theoretical knowledge examination(s) at paragraph 8 and of the skill test at paragraph 14 fulfil the knowledge and skill requirements for the issue of an IR(H).

**THEORETICAL KNOWLEDGE**

7 The theoretical knowledge syllabus for the IR(H) is set out in Appendix 1 to JAR-FCL 2.470. An approved modular IR(H) course shall comprise at least 200 hours (1 hour = 60 minutes instruction) of instruction, which can include classroom work, inter-active video, slide/tape presentation, learning carrels, computer based training, and other media as approved by the Authority, in suitable proportions. Approved distance learning (correspondence) courses may also be offered as part of the course at the discretion of the Authority.

**THEORETICAL KNOWLEDGE EXAMINATION**

8 An applicant shall demonstrate a level of knowledge appropriate to the privileges of an IR(H) in accordance with the procedures in JAR-FCL Subpart J.

**FLYING TRAINING**

- 9 A single-engine IR(H) course shall comprise at least 50 hours instrument time under instruction of which;
  - (a) up to 20 hours may be instrument ground time in a 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 FNPT II/III or FS.

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

## Appendix 1 to JAR-FCL 2.205 (continued)

10 A multi-engine IR(H) course shall comprise at least 55 hours instrument time under instruction of which;

(a) up to 20 hours may be instrument ground time in a 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 FNPT II/III or FS.

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

11 The holder of a PPL(H) with a night qualification issued in accordance with Appendix 4 to JAR-FCL 2.125, or a CPL(H) issued in accordance with ICAO may have the total amount of training required in paragraphs 9 or 10 above reduced by 5 hours.

12 The flying exercises up to the IR(H) skill test shall comprise:

(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 shut down and restart (the latter exercise to be carried out at a safe altitude unless carried out in a flight simulator or FNPT II).

## SKILL TESTS

13 On completion of the related flying training and relevant experience as stated in JAR-FCL 2.190 the applicant shall take the IR(H) skill test in the helicopter type used during the course in accordance with Appendix 1 and 2 to JAR-FCL 2.210.

[Amdt.1, 01.12.00; Amdt.2, 01.11.02; Amdt.3, 01.09.03; Amdt.4, 01.08.06]

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**Appendix 1 to JAR-FCL 2.210****IR(H) – Skill test**

(See JAR-FCL 2.185 and 2.210)

(See IEM FCL 2.210)

1 An applicant for a skill test for the IR(H) shall have received instruction on the same type of helicopter to be used for the skill test. The helicopter used for the skill test shall meet the requirements for training helicopters set out in Appendix 1 to JAR-FCL 2.055.

2 The administrative arrangements for confirming the applicant's suitability to take the test, including disclosure of the applicant's training record to the examiner, will be determined by the Authority which approved the applicant's training.

3 An applicant shall pass all sections of the skill test. Failure in more than one section will require the applicant to take the entire test again. An applicant failing only one section shall take the failed section again. Failure in any section of the re-test, including those sections that have been passed on a previous attempt, will require the applicant to take the entire test again. All sections of the skill test shall be completed within six months.

4 Further training may be required following any failed skill test. Failure to achieve a pass in all sections of the test in two attempts shall require further training as determined by the Authority. There is no limit to the number of skill tests that may be attempted.

**CONDUCT OF THE TEST**

5 The test is intended to simulate a practical flight. The route to be flown shall be chosen by the examiner. An essential element is the ability of the applicant to plan and conduct the flight from routine briefing material. The applicant shall undertake the flight planning and shall ensure that all equipment and documentation for the execution of the flight are on board. The duration of the flight shall be at least one hour.

6 The Authority will provide the examiner with safety advice to be observed in the conduct of the test.

7 Should the applicant choose to terminate a skill test for reasons considered inadequate by the examiner, the applicant shall retake the entire skill test. If the test is terminated for reasons considered adequate by the examiner, only those sections not completed shall be tested in a further flight.

8 At the discretion of the examiner, any manoeuvre or procedure of the test may be repeated once by the applicant. The examiner may stop the test at any stage if it is considered that the applicant's demonstration of flying skill requires a complete re-test.

9 An applicant shall fly the helicopter from a position where the pilot-in-command functions can be performed and carry out the test/check as if there is no other crew member. The examiner shall take no part in the operation of the helicopter, except when intervention is necessary in the interests of safety or to avoid unacceptable delay to other traffic. Whenever the examiner or another pilot functions as a co-pilot during the test/check, the privileges of the instrument rating will be restricted to multi-pilot operations. A multi-pilot restriction may be removed by the applicant carrying out a skill test in accordance with Appendix 1 to JAR-FCL 2.210 in a single-pilot helicopter with no other crew member, involved in the conduct of the flight. The skill test for this purpose may be conducted in an FTD II/III or a FS. Responsibility for the flight shall be allocated in accordance with national regulations.

10 Decision heights/altitude, minimum descent heights/altitudes and missed approach point shall be determined by the applicant and agreed by the examiner.

11 An applicant shall indicate to the examiner the checks and duties carried out, including the identification of radio facilities. Checks shall be completed in accordance with the authorised check list for the helicopter on which the test is being taken. During pre-flight preparation for the test the applicant is required to determine power settings and speeds. Performance data for take-off, approach and landing shall be calculated by the applicant in compliance with the operations manual or flight manual for the helicopter used.

Appendix 1 to JAR-FCL 2.210 (continued)

## FLIGHT TEST TOLERANCES

12 The applicant shall demonstrate the ability to:

- operate the helicopter within its limitations;
- complete all manoeuvres with smoothness and accuracy;
- exercise good judgement and airmanship;
- apply aeronautical knowledge; and
- maintain control of the helicopter at all times in such a manner that the successful outcome of a procedure or manoeuvre is never seriously in doubt.

13 The following limits are for general guidance. The examiner shall make allowance for turbulent conditions and the handling qualities and performance of the helicopter used.

### Height

Generally	±100 feet
Starting a go-around at decision height	+50 feet/–0 feet
Minimum descent height/MAP/altitude	+50 feet/–0 feet

### Tracking

on radio aids	±5°
Precision approach	half scale deflection, azimuth and glide path

### Heading

all engines operating	±5°
with simulated engine failure	±10°

### Speed

all engines operating	±5 knots
with simulated engine failure	+10 knots/-5 knots

## CONTENT OF THE TEST

14 The skill test contents and sections set out in Appendix 2 to JAR-FCL 2.210 shall be used for the skill test. The format and application form for the skill test may be determined by the Authority (see IEM FCL 2.210). Section 2 item c, and Section 6 of the skill test may, for safety reasons, be performed in an FTD II/III or FS.

[Amdt.1, 01.12.00; Amdt.4, 01.08.06]

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**Appendix 2 to JAR-FCL 2.210****Contents of the skill test for the issue of an IR(H)**

(See JAR-FCL 2.185 and 2.210)

(See IEM FCL 2.210)

<b>SECTION 1 DEPARTURE</b>	
a	Use of flight manual (or equivalent) especially aircraft performance calculation; mass and balance
b	Use of Air Traffic Services document, weather document
c	Preparation of ATC flight plan, IFR flight plan/log
d	Pre-flight inspection
e	Weather minima
f	Taxying/Air taxi in compliance with ATC or instructions of instructor
g	Pre-take off briefing, procedures and checks
h	Transition to instrument flight
i	Instrument departure procedures
<b>SECTION 2 GENERAL HANDLING</b>	
a	Control of the helicopter by reference solely to instruments, including:
b	Climbing and descending turns with sustained rate one turn
c	Recoveries from unusual attitudes, including sustained 30° bank turns and steep descending turns

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SECTION 3 EN-ROUTE IFR PROCEDURES	
a	Tracking, including interception, e.g. NDB, VOR, RNAV
b	Use of radio aids
c	Level flight, control of heading, altitude and airspeed, power setting
d	Altimeter settings
e	Timing and revision of ETAs
f	Monitoring of flight progress, flight log, fuel usage, systems management
g	Ice protection procedures, simulated if necessary and applicable
h	ATC liaison and compliance, R/T procedures
SECTION 4 PRECISION APPROACH	
a	Setting and checking of navigational aids, identification of facilities
b	Arrival procedures, altimeter checks
c	Approach and landing briefing, including descent/approach/landing checks
d*	Holding procedure
e	Compliance with published approach procedure
f	Approach timing
g	Altitude, speed, heading control, (stabilised approach)
h*	Go-around action
i*	Missed approach procedure / landing
j	ATC liaison – compliance, R/T procedures
<i>* to be performed in Section 4 or Section 5</i>	

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Appendix 2 to JAR-FCL 2.210 (continued)

SECTION 5 NON-PRECISION APPROACH	
a	Setting and checking of navigational aids, identification of facilities
b	Arrival procedures, altimeter checks
c	Approach and landing briefing, including descent/approach/landing checks
d*	Holding procedure
e	Compliance with published approach procedure
f	Approach timing
g	Altitude, speed, heading control, (stabilised approach)
h*	Go around action
i*	Missed approach procedure*/landing
j	ATC liaison – compliance, R/T procedures
* to be performed in Section 4 or Section 5	
SECTION 6 ABNORMAL AND EMERGENCY PROCEDURES	
<i>This section may be combined with sections 1 through 5. The test shall have regard to control of the helicopter, identification of the failed engine, immediate actions (touch drills), follow up actions and checks, and flying accuracy, in the following situations:</i>	
a	Engine failure after take-off and on/during approach* (at a safe altitude unless carried out in a flight simulator or FNPT II[III, FTD 2,3]) <i>*Multi-engine helicopter only</i>
b	Failure of stability augmentation devices/hydraulic system (if applicable)
c	Limited panel
d	Autorotation and recovery to a pre-set altitude
e	Precision approach manually without flight director* Precision approach manually with flight director* <i>*Only one item to be tested</i>

[Amdt.4, 01.08.06]

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## SUBPART F – TYPE RATINGS (Helicopter)

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JAR-FCL 2.220 Type ratings (H)  
[ ]

(a) *Criteria.* For the establishment of type ratings for helicopters, all of the following shall be considered:

- (1) airworthiness type certificate;
- (2) handling characteristics;
- (3) certificated minimum flight crew complements;
- (4) level of technology.

(b) *Divisions.* Type ratings for helicopters shall be established for each type of helicopter.

(c) *Listing:* [ ]

[(1) Type ratings for helicopters will be issued in accordance with the associated administrative procedures accepted by the JAA. In order to change to another variant of the helicopter within one type rating, differences or familiarisation training is required.]

[(2) Helicopters not listed in the associated administrative procedures may be entered into the JAR-FCL licence, but the rating privileges are restricted to helicopters on the register of the State of rating issue.]

(d) The issue and the revalidation/renewal of autogyro/gyroplane type ratings are at the discretion of the Authority.

[Amdt.1, 01.12.00; Amdt.5, 01.12.06]

## JAR-FCL 2.225 Circumstances in which type ratings are required

The holder of a pilot licence shall not act in any capacity as a pilot of a helicopter except as a pilot undergoing skill testing or receiving flight instruction unless the holder has a valid and appropriate type rating. When a type rating is issued limiting the privileges to acting as co-pilot only, or to any other conditions agreed within JAA, such limitations shall be endorsed on the rating.

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## JAR-FCL 2.230 Special authorisation of type rating

For the special purpose non-revenue flights e.g. aircraft flight testing, special authorisation may be provided in writing to the licence holder by the Authority in place of issuing the type rating in accordance with JAR-FCL 2.225. This authorisation shall be limited in validity to completing a specific task.

JAR-FCL 2.235 Type ratings – Privileges, number and variants  
[ ]

(a) *Privileges.* Subject to JAR-FCL 2.220 [ (a) ] above, the privileges of the holder of a type rating are to act as a pilot on the type of aircraft specified in the rating.

(b) *Number of type ratings held.* There is no JAR-FCL limit to the number of ratings that may be held at one time. JAR-OPS, however, may restrict the number of ratings that can be exercised at any one time.

(c) *Variants.* If the variant has not been flown within a period of 2 years following the differences training, further differences training or a proficiency check in that variant will be required.

(1) Differences training requires additional knowledge and training on an appropriate training device or helicopter. The differences training shall be entered in the pilot's logbook or equivalent document and signed by a TRI/SFI(H) or FI(H) as appropriate.

(2) Familiarisation training requires the acquisition of additional knowledge.

This differences training shall be entered in the pilot's logbook or equivalent document and signed by a TRI/SFI(H) or FI(H) as appropriate.

[Amdt.1, 01.12.00; Amdt.5, 01.12.06]

JAR-FCL 2.240 Type ratings – Requirements  
(See Appendices 1 to 3 to JAR-FCL 2.240)

(a) *General*

(1) An applicant for a type rating for a multi-pilot type of helicopter shall comply with the requirements for type ratings set out in JAR-FCL 2.250, 2.261 and 2.262; and

## JAR-FCL 2.240(a) (continued)

(2) An applicant for a type rating for a single-pilot type of helicopter shall comply with the requirements set out in JAR-FCL 2.255, 2.261 and 2.262(a).

(3) The type rating course, including theoretical knowledge, shall be completed within the 6 months preceding the skill test.

(4) The holder of an IR(H) valid for a single-engine helicopter type wishing to extend for the first time the IR(H) to a multi-engine helicopter type shall satisfactorily complete a course comprising at least 5 hours dual instrument instruction time of which three hours may be in FS or FTD 2/3 or FNPT II/III, plus a multi engine skill test in accordance with Section 5 of Appendix 2 or 3 to JAR-FCL 2.240 on that type, at an approved FTO/TRTO.]

(5) At the discretion of the Authority, a helicopter type rating may be issued to an applicant who meets the requirements for that rating of a non-JAA Member State, provided JAR-FCL 2.250 or 2.255 as applicable, are met. Such a rating will be restricted to helicopters registered in that non-JAA Member State, or operated by an operator of that non-JAA Member State. The restriction may be removed when the holder has completed at least 500 hours of flight as a pilot on the type and complied with the revalidation requirements of JAR-FCL 2.245.

(6) A type rating contained in a licence issued by a non-JAA State may be transferred to a JAR-FCL licence, subject to the appropriate proficiency check, provided the applicant is in current flying practice and:

(i) for a single-engine turbine and single-engine piston helicopters with a MTOM  $\leq$  3175 Kg. has not less than 100 hours flying experience as a pilot on that type, provided JAR-FCL 2.240(a)(2), 2.250 or 2.255 as applicable, are met.

(ii) for all other helicopters, has not less than 350 hours flying experience as a pilot on that type, provided JAR-FCL 2.250 or 2.255 as applicable, are met.

(7) A valid type rating contained in a licence issued by a JAA Member State may be transferred to a JAR-FCL licence provided it is currently valid and the last revalidation/renewal of the rating was performed in accordance with the requirements of JAR-FCL 2.250 or 2.255, as applicable.

## JAR-FCL 2.240 (continued)

(b) *Skill test*

(1) The skill test contents and sections for a rating for multi-engine multi-pilot helicopters are set out in Appendices 1 and 2 to JAR-FCL 2.240 & 2.295; and

(2) the skill test contents and sections for a rating for multi-engine single-pilot helicopters and for single-engine helicopters are set out in Appendices 1 to JAR-FCL 2.240 & 2.295 and 3 to JAR-FCL 2.240.

Each applicable item in the appropriate skill test shall be satisfactorily completed within the six months immediately preceding the date of receipt of the application for the rating.

[Amdt.1, 01.12.00; Amdt.2, 01.11.02; Amdt.4, 01.08.06]

**JAR-FCL 2.245 Type ratings – Validity, revalidation and renewal**  
(See Appendices 1 and 3 to JAR-FCL 2.240)

(a) *Type ratings, helicopter – Validity.* Type ratings for helicopters are valid for one year from the date of issue, or the date of expiry if revalidated within the validity period.

(b) *Type ratings, helicopter – Revalidation.* For revalidation of type ratings, helicopter, the applicant shall complete:

(1) a proficiency check in accordance with Appendix 1 to JAR-FCL 2.240 & 2.295 in the relevant type of helicopter within the three months immediately preceding the expiry date of the rating; and

(2) at least 2 hours as a pilot of the relevant helicopter type within the validity period of the rating. The proficiency check may be counted towards the two hours.

(3) for single-engine piston helicopters, as listed in Appendix 1 to JAR-FCL 2.245(b)(3), at least the proficiency check in accordance with JAR-FCL 2.245 (b)(1) on one of the applicable types held provided that the applicant has fulfilled at least 2 hours pilot-in-command flight time on the other type(s) during the validity period to which that revalidation proficiency check shall carry across. The proficiency check shall always be performed on the type least recently used for a proficiency check.

(4) for single-engine turbine helicopters with a MTOM  $\leq$  3175 Kg., at least the proficiency check in accordance with JAR-FCL

## JAR-FCL 2.245(b)(4) (continued)

2.245(b)(1) on one of the applicable types held provided that the applicant has:

(i) completed 300 hours as PIC on helicopters; and

(ii) completed 15 hours on each of the type(s) to which that revalidation proficiency check shall carry across; and

(iii) fulfilled at least 2 hours pilot-in-command flight time on each of the other type(s) during the validity period to which that revalidation proficiency check shall carry across; and

(iv) the proficiency check shall always be performed on the type least recently used for a proficiency check, unless an individual written permission has been given by the Authority.

(5) The revalidation of an IR(H), if held should be combined with the type rating revalidation requirements in (1) above, in accordance with JAR-FCL 2.246.

(c) An applicant who fails to achieve a pass in the type rating proficiency check before the expiry date of the type rating shall not exercise the privileges in that type and types to which it carries across according to JAR-FCL 2.245(b)(3) or (b)(4), until the proficiency check has successfully been completed on the same type.

(d) Extension of the validity period or revalidation of ratings in special circumstances:

(1) When the privileges of a helicopter type or instrument rating are being exercised solely on a helicopter registered in a non-JAA Member State, the Authority may at its discretion extend the validity period of the rating, or revalidate the rating provided the requirements of that non-JAA Member State are fulfilled.

(2) When the privileges of a helicopter type or instrument rating are being exercised in a JAA registered helicopter being operated by an operator of a non-JAA Member State under the provisions of Article 83bis of the International Convention on Civil Aviation, Chicago, the Authority may at its discretion extend the validity period of the rating, or revalidate the rating provided the requirements of that non-JAA Member State are fulfilled.

(3) Any rating revalidated or of which the validity period has been extended under the provisions of (1) or (2) above shall be revalidated in accordance with JAR-FCL 2.245(b) and, if applicable, JAR-FCL 2.185

## JAR-FCL 2.250(d)(3) (continued)

before the privileges are exercised on helicopters registered in and operated by an operator of a JAA Member State.

(4) A rating issued or used in a non-JAA Member State may remain in a JAR-FCL licence at the discretion of the Authority provided the requirements of that non-JAA Member State are fulfilled and the rating is restricted to helicopters registered in or operated by an operator of that non-JAA Member State.

(e) *Expired ratings.* If a type rating has expired, the applicant shall meet any refresher training requirements as determined by the Authority and complete a proficiency check in accordance with Appendix 1 to JAR-FCL 2.240 in the relevant type of helicopter. The rating will be valid from the date of completion of the renewal requirements.

(f) Compliance with JAR-OPS. The revalidation requirements of JAR-FCL 2.245(b) will be met when an applicant operating under JAR-OPS 3 fulfils the Operating Proficiency Check requirements contained in JAR-OPS 3.965, and if the operator demonstrates to the satisfaction of the Authority that the mandatory items from Appendix 2 or 3 to JAR-FCL 2.240 are fulfilled in accordance with Appendix 1 to JAR-FCL 2.240 during the 12 months prior to the revalidation in accordance with JAR-OPS 3.965(a)(2). For this purpose the Operator Proficiency Check shall be performed in the three months immediately preceding the expiry date of the rating.

[Amdt.1, 01.12.00, Amdt.2, 01.11.02; Amdt.4, 01.08.06]

## JAR-FCL 2.246 Instrument Rating, revalidation and renewal [ ]

(a) *Revalidation.*

(1) An IR(H) shall be revalidated within the three months immediately preceding the expiry date of the rating. Whenever possible, revalidation of an IR(H) should be combined with the proficiency check for revalidation of a type rating. An applicant for the revalidation of an IR(H) when combined with a type rating shall complete a proficiency check in accordance with Appendix 1 and 2 to JAR-FCL 2.240 & 2.295 or Appendix 3 to JAR-FCL 2.240.

## JAR-FCL 2.246(a) (continued)

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

- (i) complete section 5 and relevant parts of section 1 of Appendix 3 to JAR-FCL 2.240, or;
- (ii) complete section 5 and relevant parts of section 1 of Appendix 2 to JAR-FCL 2.240 & 2.295.

An FTD II/III or FS may be used, but at least each alternate proficiency check for the revalidation of an IR(H) in these circumstances shall be performed in a helicopter.

(3) (to be developed)

(4) An applicant who fails to achieve a pass in the IR(H) proficiency check in accordance with JAR-FCL 2.246(a)(1) or (a)(2), before the expiry date of the instrument rating shall not exercise the IR(H) privileges in that type until the proficiency check has successfully been completed.

(b) *Renewal:* (see also JAR-FCL 2.185(c))

(1) If an IR9H) has expired, the applicant shall:

- (i) meet any refresher training and any additional requirements as determined by the Authority, and;
- (ii) complete the proficiency check in accordance with JAR-FCL 2.246(a)(1) or (a)(2).

[Amdt.4, 01.08.06; Amdt.5, 01.112.06]

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

(See JAR-FCL 2.285)  
(See JAR-FCL 2.150)  
(See AMC FCL 2.261(d))  
(See Appendix 1 to JAR-FCL 2.261(d))

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

- (1) have at least 70 hours as pilot-in-command of helicopters except that an applicant for a multi-pilot type rating graduating from a ATP(H)/IR integrated, ATP(H) integrated, CPL(H)/IR integrated or CPL(H) integrated course who has less than 70 hours as pilot-in-command of helicopters shall have the type rating issued limiting the privileges to

## JAR-FCL 2.250(a)(1) (continued)

co-pilot privileges only. To remove this limitation, an applicant shall:

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

(2) (i) hold a certificate of satisfactory completion of MCC. If the MCC course is to be added to the type rating course (see JAR-FCL 2.261 and 2.262 and AMC FCL 2.261(d) and Appendix 1 to JAR-FCL 2.261(d)), this requirement is not applicable; and

(ii) applicants having an experience of at least 500 hours as pilot in multi-pilot operations approved by the Authority, on single pilot, multi-engine helicopters, shall be considered to meet the requirements of MCC.

(3) meet the requirements of JAR-FCL 2.285 as applicable for ATPL(H)

(b) The level of knowledge assumed to be held by holders of the PPL(H) or CPL(H) and type ratings for multi-pilot helicopters issued under requirements other than JAR-FCL will not be a substitute for showing compliance with the requirements of (3) above.

[Amdt.2, 01.11.02; Amdt.3, 01.09.03; Amdt.4, 01.08.06]

### JAR-FCL 2.255 Type rating, single-pilot – Conditions

(See Appendix 1 to JAR-FCL 2.255)

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

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

(b) for an applicant who has not satisfactorily followed and completed an integrated flying training course as ATP(H)/IR; ATP(H), or CPL(H)/IR, shall have completed at least 70 hours as pilot-in-command of helicopters.

(c) The possession of a certificate of satisfactory completion of the pre-entry approved

JAR-FCL 2.255(c) (continued)

courses in accordance with Appendix 1 to JAR-FCL 2.255 shall not be a substitute for showing compliance with JAR-FCL 2.285(b) for the grant of an ATPL(H).

[Amdt.3, 01.09.03; Amdt.4, 01/08/06]

## JAR-FCL 2.260 Intentionally blank

### JAR-FCL 2.261 Type ratings – Knowledge and flight instruction

(See Appendix 1 to JAR-FCL 2.261(a) and AMC FCL 2.261 (a))

(See Appendix 1 and 2 to JAR-FCL 2.240 & JAR-FCL 2.295 and 3 to JAR-FCL 2.240)

(See Appendix 2 to JAR-FCL 2.055)

(See AMC FCL 2.261(c)(2))

(See AMC FCL 2.261(d))

[(See Appendix 1 to JAR-FCL 2.261(b))]

(See Appendix 1b to JAR-FCL 2.261(d))

(a) *Theoretical knowledge instruction and checking requirements.* An applicant for a type rating for single- or multi-engine helicopters shall have completed the required theoretical knowledge instruction (see Appendix 1 to JAR-FCL 2.261(a) and AMC FCL 2.261(a)) and demonstrated the level of knowledge required for the safe operation of the applicable helicopter type.

An applicant already holding a type rating for a helicopter type, performed in either SP or MP role, shall be considered to have fulfilled the theoretical requirements, if applying for a further type rating for the same helicopter type, to be performed in the opposite MP or SP role.

#### (b) *Flight instruction*

(1) An applicant for a type rating for single-engine and multi-engine single-pilot helicopters shall have completed a course of flight instruction related to the type rating skill test (see Appendix 3 to JAR-FCL 2.240).

(2) An applicant for a type rating for multi-pilot helicopters shall have completed a course of flight instruction related to the type rating skill test (see Appendix 2 to JAR-FCL 2.240).

JAR-FCL 2.261 (continued)

#### (c) *Conduct of training courses*

(1) Training courses for the above purpose shall be conducted by a FTO or a TRTO. Training courses may also be conducted by a facility or a sub-contracted facility provided by an operator or a manufacturer or, in special circumstances, by a individually authorised instructor.

(2) Such courses shall be approved by the Authority (see AMC FCL 2.261(c)(2)) and such facilities shall meet the relevant requirements of Appendix 2 to JAR-FCL 2.055, as determined by the Authority.

(d) *Multi-crew co-operation training* (see also JAR-FCL 2.250(a)(2))

(1) The course is intended to provide MCC training in two circumstances:

(i) for students attending an ATP integrated course in accordance with the aim of that course (see Appendix 1 to JAR-FCL 2.160 & 2.165(a)(1) and Appendix 1 to JAR-FCL 2.160 & 2.165(a)(2))

(ii) for PPL(H) and CPL(H) holders who have not graduated from an ATP integrated course but who wish to obtain an initial type rating on multi-pilot helicopters (see JAR-FCL 2.250(a)(2)).

(2) The MCC course shall comprise at least:

(i) for MCC/IR: 25 hours of theoretical knowledge instruction and exercises and 20 hours of MCC training. Students attending an ATP(H)/IR integrated course may have the practical training reduced by 5 hours.

(ii) for MCC/VFR: 25 hours of theoretical knowledge instruction and exercises and 15 hours of MCC training. Students attending an (ATP(H) integrated course may have the practical training reduced by 5 hours.

Wherever possible, the MCC training should be combined with the initial type rating course on multi-pilot helicopters.

(3) The MCC training shall be accomplished within six months under the supervision of either the Head of Training of an approved flying training organisation or an approved type rating training organisation or on an approved training course conducted by an operator. A course conducted by an operator shall meet the relevant requirements of

JAR-FCL 2.261(d)(3) (continued)

JAR-FCL 2.261 (continued)

Appendix 2 to JAR-FCL 2.055, as determined by the Authority. For further details on MCC training see Appendix 1 to JAR-FCL 2.261(d) and AMC FCL 2.261(d). A FNPT II, III qualified MCC, FTD 2,3 or a flight simulator shall be used. Whenever possible, the MCC training should be combined with the initial type rating training for a multi-pilot helicopter, in which case the practical MCC training may be reduced to not less than 10 hours for MCC/IR, and not less than 7 hours for MCC/VFR, if the same flight simulator is used for both MCC and type rating training.

[Amdt.1, 01.12.00; Amdt.2, 01.11.02, Amdt.4, 01.08.06;  
Amdt.5, 01.12.06; Amdt.6, 01.02.07]

**JAR-FCL 2.262 Type ratings – Skill**

(See Appendix 1, and 2 to JAR-FCL 2.240 & JAR-FCL 2.295 and 3 to JAR-FCL 2.240)

(a) *Single-pilot skill test.* An applicant for a type rating for a single-pilot helicopter shall have demonstrated the skill required for the safe operation of the applicable type of helicopter, as set out in Appendices 1 to JAR-FCL 2.240 & 2.295 and Appendix 3 to JAR-FCL 2.240.

(b) *Multi-pilot skill test.* An applicant for a type rating for a multi-pilot helicopter shall have demonstrated the skill required for the safe operation of the applicable type of helicopter in a multi-crew environment as a pilot-in-command or a co-pilot as applicable, as set out in Appendices 1 and 2 to JAR-FCL 2.240 & 2.295.

(c) *Multi-crew co-operation.* On completion of the MCC training the applicant shall either demonstrate the ability to perform the duties of a pilot on multi-pilot helicopter by passing the type rating skill test on multi-pilot helicopters as set out in Appendices 1 and 2 to JAR-FCL 2.240 & 2.295, or shall be given a certificate of completion of MCC as shown in Appendix 1 to AMC FCL 2.261(d).

[Amdt.4, 01.08.06]

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**Appendix 1 to JAR-FCL 2.220**

**[ ]**

**[Complete Appendix deleted.]**

[Amdt.1, 01.12.00, Amdt.2, 01.11.02; Amdt.3, 01.09.03; Amdt.4, 01.08.06; Amdt.5, 01.12.06]

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**Appendix 1 to JAR-FCL 2.240 & 2.295****Skill test and proficiency check for helicopter type ratings and ATPL including proficiency checks for the instrument rating**

(See JAR-FCL 2.240 through 2.262 and 2.295)

(See AMC FCL 2.261(a))

(See Appendix 1 to JAR-FCL 2.261(a))

1 The applicant shall have completed the required instruction in accordance with the syllabus (see also Appendix 1 to JAR-FCL 2.261(a) and Appendices 2 and 3 to JAR-FCL 2.240). When recommended by a Joint Operational Evaluation Board (JOEB) and agreed by the JAA, the syllabus may be reduced to give credit for previous experience on similar types. The administrative arrangements for confirming the applicant's suitability to take the test, including disclosure of the applicant's training record to the examiner, shall be determined by the Authority.

2 Items to be covered in skill tests/proficiency checks are given in the applicable Appendix 2 to JAR-FCL 2.240 and 2.295 and Appendix 3 to JAR-FCL 2.240. When recommended by a JOEB and agreed by the JAA, credit may be given for skill test items common to other types or variants where the pilot is experienced on that other type. These credits shall not apply during a skill test for the ATPL. With the approval of the Authority, several different skill test/proficiency check scenarios may be developed containing simulated line operations. The examiner will select one of these scenarios. Flight simulators, if available and other training devices as approved [ ] [shall] be used. The type rating sections and instrument rating section shall be considered as two separate tests, VFR and IFR, and failure of one of the skill tests/proficiency checks shall not affect the validity of the other.

3 Applicants for the ATPL skill test, the skill test and proficiency check for helicopter type ratings, including proficiency checks for the instrument rating shall complete the relevant requirements as follows:

a) For a multi pilot helicopter type rating or ATPL;

Pass sections 1 to 4 and 6 (as applicable) of the skill test/proficiency check in Appendix 2 to JAR-FCL 2.240 & 2.295. Failure in more than 5 items will require the applicant to take the entire test/check again. An applicant failing not more than 5 items shall take the failed items again. Failure in any item of the re-test/re-check or failure in any other items already passed will require the applicant to take the entire test/check again. All sections of the skill test/proficiency check shall be completed within six months.

b) For a single pilot helicopter type rating ;

Pass sections 1 to 4 and 6 (as applicable) of the skill test/proficiency check in Appendix 3 to JAR-FCL 2.240. Failure in more than 5 items will require the applicant to take the entire test/check again. An applicant failing not more than 5 items shall take the failed items again. Failure in any item of the re-test/re-check or failure in any other items already passed will require the applicant to take the entire test/check again. All sections of the skill test/proficiency check shall be completed within six months.

c) For an Instrument rating ;

(i) Pass section 5 of the proficiency check in either Appendix 2 to JAR-FCL 2.240 & 2.295 or Appendix 3 to JAR-FCL 2.240. Failure in more than 3 items will require the applicant to take the entire check again. An applicant failing not more than 3 items shall take the failed items again. Failure in any item of the re-check or failure in any other items already passed will require the applicant to take the entire check again.

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

## Appendix 1 to JAR–FCL 2.240 &amp; 2.295 (continued)

4 Further training may be required after a failed test/check. Failure to achieve a valid pass in all sections in two attempts shall require further training as determined by the examiner. There is no limit to the number of skill/proficiency checks that may be attempted.

## CONDUCT OF THE TEST/CHECK – GENERAL

5 The Authority will provide the examiner with safety criteria to be observed in the conduct of the test/check.

6 Should an applicant choose not to continue with a test/check for reasons considered inadequate by the examiner, the applicant will be regarded as having failed those items not attempted. If the test/check is terminated for reasons considered adequate by the examiner, only those items not completed shall be tested in a further flight.

7 At the discretion of the examiner any manoeuvre of procedure of the test/check may be repeated once by the applicant. The examiner may stop the test/check at any stage if it is considered that the applicant's competency requires a complete re-test/re-check.

8 Checks and procedures shall be completed in accordance with the authorised checklist for the helicopter used in the test/check and, if applicable, with the MCC concept. The applicant, in compliance with the operations manual or flight manual for the helicopter used, shall calculate performance data for take-off, approach and landing. If completing the IR(H) section of the skill test or proficiency check, then decision heights/altitude, minimum descent heights/altitudes and missed approach point shall be determined by the applicant. For the IR proficiency check, the flight should be conducted under actual or simulated IMC and using IFR procedures.

## SPECIAL REQUIREMENTS FOR THE SKILL TEST/PROFICIENCY CHECK FOR A MULTI-PILOT HELICOPTER TYPE RATING AND SKILL TEST FOR THE ATPL

9 The test/check for a multi-pilot helicopter shall be performed in a multi-crew environment. Another applicant or another pilot, may function as second pilot. If a helicopter, rather than a flight simulator, is used for the test/check, the second pilot shall be an instructor.

10 An applicant shall be required to operate as 'pilot flying' (PF) during all sections of the test/check except normal and abnormal procedure items 3 to 3.15 and abnormal and emergency procedures 4 to 4.7 which may be conducted as PF or PNF in accordance with Multi-Crew Co-operation (in accordance with Appendix 2 to JAR-FCL 2.240 & 2.295). The applicant for the initial issue of a multi-pilot helicopter type rating or ATPL(H) shall also demonstrate the ability to act as 'pilot not flying' (PNF). The applicant may choose either the left hand or the right hand seat for the test/check.

11 The following matters shall be specifically checked when testing/checking applicants for a type rating for multi-pilot helicopters extending to the duties of a pilot-in-command, irrespective of whether the applicant acts as PF or PNF:

- a) management of crew co-operations;
- b) maintaining a general survey of the helicopter operation by appropriate supervision; and
- c) setting priorities and making decisions in accordance with safety aspects and relevant rules and regulations appropriate to the operational situation, including emergencies.

12 The test/check should be accomplished as far as possible in a simulated commercial air transport environment. An essential element is the ability to plan and conduct the flight from routine briefing material.

## Appendix 1 to JAR-FCL 2.240 &amp; 2.295 (continued)

## FLIGHT TEST/CHECK TOLERANCE

13 The applicant shall demonstrate the ability to:

- a) operate the helicopter within its limitations;
- b) complete all manoeuvres with smoothness and accuracy;
- c) exercise good judgement and airmanship;
- d) apply aeronautical knowledge;
- e) maintain control of the helicopter at all times in such a manner that the successful outcome of a procedure or manoeuvre is never in doubt;
- f) understand and apply crew co-ordination and incapacitation procedures, if applicable; and
- g) communicate effectively with the other crew members, if applicable.

14 The following limits are for general guidance. The examiner shall make allowance for turbulent conditions and the handling qualities and performance of the type of helicopter used.

## IFR flight limits;

Height	
Generally	± 100 feet
Starting a go-around at decision height	+ 50 feet/-0 feet
Minimum descent height/altitude	+ 50 feet/-0 feet
Tracking	
On radio aids	± 5°
Precision approach	half scale deflection, azimuth and glide path
Heading	
normal operations	± 5°
abnormal operations/emergencies	±10°
Speed	
generally	± 10 knots
with simulated engine failure	+10 knots/-5 knots

## VFR flight limits;

Height	
generally	± 100 feet
Heading	
normal operations	± 5°
abnormal operations/emergencies	±10°
Speed	
generally	± 10 knots
with simulated engine failure	+10 knots/-5 knots
Ground drift	
T.O. hover I.G.E.	± 3 feet
Landing	± 2 feet (with 0 feet rearward or lateral flight)

Appendix 1 to JAR-FCL 2.240 & 2.295 (continued)

#### CONTENT OF THE SKILL TEST/PROFICIENCY CHECK

15 The skill test and proficiency check contents and sections are set out in Appendix 2 to JAR-FCL 2.240 & 2.295 for multi-pilot helicopters and for the ATPL. For single-pilot helicopters, the skill test and proficiency check contents are set out in Appendix 3 to JAR-FCL 2.240. For those applicants wishing to complete the IR(H) at the same time, section 5 of the relevant appendix shall be completed. The Authority may determine the format and application form for the skill test.

[Amdt.1, 01.12.00; Amdt.2, 01.11.02; Amdt.3, 01.09.03, Amdt.4, 01.08.06; Amdt.5, 01.12.06]

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**Appendix 2 to JAR-FCL 2.240 & 2.295****Contents of the skill test and proficiency check for multi-pilot helicopter type ratings and ATPL, including proficiency checks for the instrument rating**

(See JAR-FCL 2.240 through 2.262 and 2.295)

1 The following symbols mean:

P = Trained as Pilot-in-command or Co-pilot and as Pilot Flying (PF) and Pilot Not Flying (PNF) for the issue of a type rating as applicable.

2 The practical training shall be conducted at least at the training equipment level shown as (P), or may be conducted up to any higher equipment level shown by the arrow (---->).

3 The following abbreviations are used to indicate the training equipment used:

FS = Flight Simulator  
FTD = Flight Training Device  
H = Helicopter

3.1 a) Applicants for the skill test for the issue of the multi-pilot helicopter type rating and ATPL(H) shall take only Sections 1 to 4 and, if applicable, Section 6.

b) Applicants for the revalidation or renewal of the multi-pilot helicopter type rating proficiency check shall take only Sections 1 to 4 and, if applicable Section 6.

3.2 Instrument flight procedures (Section 5) shall be performed only by applicants wishing to renew or revalidate an IR(H) for multi-pilot helicopter or extend the privileges of that rating to another multi pilot type.

3.3 The starred items (\*) shall be flown in actual or simulated IMC only by applicants wishing to renew or revalidate an IR(H) for multi-pilot helicopter, or extend the privileges of that rating to another type.

4 Where the letter 'M' appears in the skill test/ proficiency check column this will indicate the mandatory exercise.

5 A flight simulator shall be used for practical training and testing if the flight simulator forms part of an approved type-rating course. The following considerations will apply to the approval of the course:

- a) the qualification of the flight simulator as set out in JAR-STD;
- b) the qualifications of the instructor;
- c) the amount of line-orientated flight training provided on the course;
- d) the qualifications and previous line operating experience of the pilot under training; and
- e) the amount of supervised line flying experience provided after the issue of the new type rating.

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Appendix 2 to JAR–FCL 2.240 &amp; 2.295 (continued)

		<i>Practical Training</i>				<i>Skill Test/ Proficiency Check</i>	
<i>Manoeuvres/Procedures (Including MCC)</i>		<i>Instructor's initials when training completed</i>				<i>Chkd. in</i>	<i>Examiner's initials when test/check passed</i>
		<i>FTD</i>	<i>FS</i>	<i>H</i>		<i>FTD, FS, H</i>	
<b>SECTION 1 Pre-flight preparations and checks</b>							
1.1	Helicopter exterior visual inspection; location of each item and purpose of inspection			P		M	
1.2	Cockpit inspection		P	---->		M	
1.3	Starting procedures, radio and navigation equipment check, selection and setting of navigation and communication frequencies	P	---->	---->		M	
1.4	Taxiing/air taxiing in compliance with air traffic control instructions or on instructions of an instructor		P	---->		M	
1.5	Pre take-off procedures and checks	P	---->	---->		M	
<b>SECTION 2 Flight manoeuvres and procedures</b>							
2.1	Take-offs (various profiles)		P	---->		M	
2.2	Sloping ground take-offs & landings		P	---->			
2.3	Take-off at maximum take-off mass (actual or simulated maximum take-off mass)	P	---->	---->			
2.4. 1	Take off with simulated engine failure shortly before reaching TDP, or DPATO		P	---->		M	
2.4. 2	Take off with simulated engine failure shortly after reaching TDP, or DPATO		P	---->		M	
2.5	Climbing and descending turns to specified headings,	P	---->	---->		M	
2.5. 1	Turns with 30 degrees bank, 180 degrees to 360 degrees left and right, by sole reference to instruments	P	---->	---->		M	
2.6	Autorotative descent	P	---->	---->		M	
2.6. 1	Autorotative landing or power recovery		P	---->		M	
2.7	Landings, various profiles		P	---->		M	
2.7. 1	Go-around or landing following simulated engine failure before LDP or DPBL		P	---->		M	
2.7. 2	Landing following simulated engine failure after LDP or DPBL		P	---->		M	

Appendix 2 to JAR-FCL 2.240 &amp; 2.295 (continued)

		<i>Practical Training</i>				<i>Skill Test/ Proficiency Check</i>	
<i>Manoeuvres/Procedures (Including MCC)</i>		<i>Instructor's initials when training completed</i>				<i>Chkd in</i>	<i>Examiner's initials when test/check passed</i>
		<i>FTD</i>	<i>FS</i>	<i>H</i>		<i>FS, H</i>	
<b>SECTION 3 Normal and abnormal operations of the following systems and procedures:</b>							
3	Normal and abnormal operations of the following systems and procedures:					M	(A mandatory minimum of 3 items shall be selected from this section)
3.1	Engine	P	---->	---->			
3.2	Air conditioning (heating, ventilation)	P	---->	---->			
3.3	Pitot/static system	P	---->	---->			
3.4	Fuel System	P	---->	---->			
3.5	Electrical system	P	---->	---->			
3.6	Hydraulic system	P	---->	---->			
3.7	Flight control and Trim-system	P	---->	---->			
3.8	Anti- and de-icing system	P	---->	---->			
3.9	Autopilot/Flight director	P	--->	--->			
3.10	Stability augmentation devices	P	---->	---->			
3.11	Weather radar, radio altimeter, transponder	P	---->	---->			
3.12	Area Navigation System	P	---->	---->			
3.13	Landing gear system	P	----->	----->			
3.14	Auxiliary power unit	P	---->	---->			
3.15	Radio, navigation equipment, instruments flight management system	P	---->	---->			
<b>SECTION 4 Abnormal and emergency procedures</b>							
4	Abnormal and emergency procedures					M	A mandatory minimum of 3 items shall be selected from this section
4.1	Fire drills (including evacuation if applicable)	P	---->	---->			
4.2	Smoke control and removal	P	---->	---->			
4.3	Engine failures, shut down and restart at a safe height	P	---->	---->			
4.4	Fuel dumping (simulated)	P	---->	---->			

## Appendix 2 to JAR-FCL 2.240 &amp; 2.295 (continued)

		Practical Training				Skill Test/ Proficiency Check	
Manoeuvres/Procedures (Including MCC)		Instructor's initials when training completed				Chkd. in	Examiner's initials when test/check passed
		FTD	FS	H		FS, H	
4.5	Tail rotor control failure (if applicable)	P	---->	---->			
4.5.1	Tail rotor loss (if applicable)	P	---->	Helicopter shall not be used for this exercise			
4.6	Incapacitation of crew member	P	---->	---->			
4.7	Transmission malfunctions	P	---->	---->			
4.8	Other emergency procedures as outlined in the appropriate Flight Manual	P	---->	---->			
<b>SECTION 5 Instrument Flight Procedures (To be performed in IMC or simulated IMC)</b>							
5.1	Instrument take-off: transition to instrument flight is required as soon as possible after becoming airborne	P*	---->*	---->*			
5.1.1	Simulated engine failure during departure	P*	---->*	---->*		M*	
5.2	Adherence to departure and arrival routes and ATC instructions	P*	---->*	---->*		M*	
5.3	Holding procedures	P*	---->*	---->*			
5.4	ILS-approaches down to CAT 1 decision height	P*	---->*	---->*			
5.4.1	Manually, without flight director	P*	---->*	---->*		M* (Skill test only)	
5.4.2	Manually, with flight director	P*	---->*	---->*			
5.4.3	With coupled autopilot	P*	---->*	---->*			
5.4.4	Manually, with one engine simulated inoperative. (Engine failure has to be simulated during final approach before passing the outer marker (OM) until touchdown or until completion of the missed approach procedure)	P*	---->*	---->*		M*	
5.5	Non-precision approach down to the minimum descent altitude MDA/H	P*	---->*	---->*		M*	
5.6	Go-around with all engines operating on reaching DA/DH or MDA/MDH	P*	---->*	---->*			
5.6.1	Other missed approach procedures	P*	---->*	---->*			
5.6.2	Go-around with one engine simulated inoperative on reaching DA/DH or MDA/MDH	P*				M*	



Appendix 2 to JAR-FCL 2.240 &amp; 2.295 (continued)

		<i>Practical Training</i>				<i>Skill Test/ Proficiency Check</i>	
<i>Manoeuvres/Procedures (Including MCC)</i>		<i>Instructor's initials when training completed</i>				<i>Chkd. in</i>	<i>Examiner's initials when test/check passed</i>
		<i>FTD</i>	<i>FS</i>	<i>H</i>		<i>FS, H</i>	
5.7	IMC autorotation with power recovery	P*	---->*	---->*		M*	
5.8	Recovery from unusual attitudes	P*	---->*	---->*		M*	
<b>SECTION 6 Use of Optional Equipment</b>							
6	Use of optional equipment	P	---->	---->			

[Amdt.2, 01.11.02; Amdt.4, 01.08.06]

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**Appendix 3 to JAR-FCL 2.240****Contents of the type rating/training/skill test and proficiency check for single-engine and multi-engine single-pilot helicopters including proficiency checks for the instrument rating**

(See JAR-FCL 2.240 through 2.262)

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

1 The following symbols mean:

P = Trained as Pilot-in-command for the issue of a type rating.

2 The practical training shall be conducted at least at the training equipment level shown as (P), or may be conducted up to any higher equipment level shown by the arrow (---->).

3. The following abbreviations are used to indicate the training equipment used:

FS = Flight Simulator

FTD = Flight Training Device

H = Helicopter

3.1 The starred items (\*) shall be flown in actual or simulated IMC, only by applicants wishing to renew or revalidate an IR(H), or extend the privileges of that rating to another type.

3.2. Instrument flight procedures (Section 5) shall be performed only by applicants wishing to renew or revalidate an IR(H) or extend the privileges of that rating to another type.

4 Where the letter 'M' appears in the skill test/proficiency check column this will indicate the mandatory exercise.

5 A flight simulator shall be used for practical training and testing if the flight simulator forms part of an approved type-rating course. The following considerations will apply to the approval of the course:

- a) the qualification of the flight simulator as set out in JAR-STD;
- b) the qualifications of the instructor and examiner;
- c) the amount of line-orientated flight training provided on the course;
- d) the qualifications and previous line operating experience of the pilot under training; and
- e) the amount of supervised line flying experience provided after the issue of the new type rating.

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Appendix 3 to JAR-FCL 2.240 (continued)

		Practical Training					Skill Test/ Proficiency Check	
Manoeuvres/Procedures		Trained in:			Instructor's initials when training completed		Chkd. in	Examiner's initials when test/check passed
		FTD	FS	H			FS, H	
<b>SECTION 1 Pre-flight preparation and checks</b>								
1.1	Helicopter exterior visual inspection; location of each item and purpose of inspection.			P			M	
1.2	Cockpit inspection		P	----			M	
1.3	Prior to starting engines, starting procedures, radio and navigation equipment check, selection and setting of navigation and communication frequencies	P	----	----			M	
1.4	Taxiing/air taxiing in compliance with air traffic control instructions or on instructions of an instructor		P	----			M	
1.5	Pre take-off procedures	P	----	----			M	
<b>SECTION 2 Flight manoeuvres and procedures</b>								
2.1	Take-offs (various profiles)		P	----			M	
2.2	Sloping ground take-offs & landings		P	----				
2.3	Take-off at maximum take-off mass (actual or simulated maximum take-off mass)	P	----	----				
2.4.1	Take off with simulated engine failure shortly before reaching TDP, or DPATO		P	----			M	
2.4.2	Take off with simulated engine failure shortly after reaching TDP, or DPATO		P	----			M	
2.5	Climbing and descending turns to specified headings	P	----	----			M	
2.5.1	Turns with 30 degrees bank, 180 degrees to 360 degrees left and right, by sole reference to instruments	P	----	----			M	
2.6	Autorotative descents	P	----	----			M	
2.6.1	Autorotative landing or power recovery		P	----			M	
2.7	Landings various profiles		P	----			M	
2.7.1	Go around or landing following simulated engine failure before LDP or DPBL		P	----			M	
2.7.2	Landing following simulated engine failure after LDP or DPBL		P	----			M	

Appendix 3 to JAR-FCL 2.240 (continued)

		Practical Training					Skill Test/ Proficiency Check	
Manoeuvres/Procedures		Trained in:			Instructor's initials when training completed		Chkd. in	Examiner's initials when test/check passed
		FTD	FS	H			FS, H	
<b>SECTION 3 Normal and abnormal operations of the following systems and procedures:</b>								
3	Normal and abnormal operations of the following systems and procedures:						M	(A mandatory minimum of 3 items shall be selected from this section)
3.1	Engine	P	----	----				
3.2	Air conditioning (heating, ventilation)	P	----	----				
3.3	Pitot/static system	P	----	----				
3.4	Fuel System	P	----	----				
3.5	Electrical system	P	----	----				
3.6	Hydraulic system	P	----	----				
3.7	Flight control and Trim-system	P	----	----				
3.8	Anti- and de-icing system	P	----	----				
3.9	Autopilot/Flight director	P	----	----				
3.10	Stability augmentation devices	P	----	----				
3.11	Weather radar, radio altimeter, transponder	P	----	----				
3.12	Area Navigation System	P	----	----				
3.13	Landing gear system	P	----	----				
3.14	Auxiliary power unit	P	----	----				
3.15	Radio, navigation equipment, instruments flight management system	P	----	----				
<b>SECTION 4 Abnormal and emergency procedures</b>								
4	Abnormal and emergency procedures						M	A mandatory minimum of 3 items shall be selected from this section
4.1	Fire drills (including evacuation if applicable)	P	----					
4.2	Smoke control and removal	P	----					
4.3	Engine failures, shut down and restart at a safe height	P	----					
4.4	Fuel dumping (simulated)	P	----					
4.5	Tail rotor control failure (if applicable)	P	----					

## Appendix 3 to JAR-FCL 2.240 (continued)

		Practical Training					Skill Test/ Proficiency Check	
Manoeuvres/Procedures		Trained in:			Instructor's initials when training completed		Chkd. in	Examiner's initials when test/check passed
		FTD	FS	H			FS, H	
4.5.1	Tail rotor loss (if applicable)	P	---->	Helicopter shall not be used for this exercise				
4.6	Transmission malfunction	P	---->	---->				
4.7	Other emergency procedures as outlined in the appropriate Flight Manual	P	---->	---->				
<b>SECTION 5 Instrument Flight Procedures (to be performed in IMC or simulated IMC)</b>								
5.1	Instrument take-off: transition to instrument flight is required as soon as possible after becoming airborne	P*	---->*	---->*				
5.1.1	Simulated engine failure during departure	P*	---->*	---->*			M*	
5.2	Adherence to departure and arrival routes and ATC instructions	P*	---->*	---->*			M*	
5.3	Holding Procedures	P*	---->*	---->*				
5.4	ILS-approaches down to CAT 1 decision height	P*	---->*	---->*				
5.4.1	Manually, without flight director	P*	---->*	---->*			M* (Skill test only)	
5.4.2	Manually, with flight director	P*	---->*	---->*				
5.4.3	With coupled autopilot	P*	---->*	---->*				
5.4.4	Manually, with one engine simulated inoperative. (Engine failure has to be simulated during final approach before passing the outer marker (OM) until touchdown or until completion of the missed approach procedure)	P*	---->*	---->*			M*	
5.5	Non-precision approach down to the minimum descent altitude MDA/H	P*	---->*	---->*			M*	
5.6	Go-around with all engines operating on reaching DA/DH or MDA/MDH	P*	---->*	---->*				
5.6.1	Other missed approach procedures	P*	---->*	---->*				
5.6.2	Go-around with one engine simulated inoperative on reaching DA/DH or MDA/MDH	P*	---->*	---->*			M*	
5.7	IMC autorotation with power recovery	P*	---->*	---->*			M*	
5.8	Recovery from unusual attitudes	P*	---->*	---->*			M*	

Appendix 3 to JAR-FCL 2.240 (continued)

		<i>Practical Training</i>				<i>Skill Test/ Proficiency Check</i>	
<i>Manoeuvres/Procedures</i>		<i>Trained in:</i>			<i>Instructor's initials when training completed</i>	<i>Chkd. in</i>	<i>Examiner's initials when test/check passed</i>
		<i>FTD</i>	<i>FS</i>	<i>H</i>		<i>FS, H</i>	
<b>SECTION 6 Use of Optional equipment</b>							
6	Use of optional equipment	P	---->	---->			

[Amdt.1, 01.12.00; Amdt.2, 01.11.02, Amdt.4, 0.08.06]

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**Appendix 4 to JAR-FCL 2.240****Additional authorisation on a type rating for instrument approaches down to a decision height of less than 60m (200 ft) (CAT II/III)**

(See AMC FCL 2.261(a))

**A. Theoretical knowledge instruction (additional)**

1 Special requirements for extension of a type rating for Instrument Approaches down to a decision height of less than 200 ft (60 m)

2 Equipment, procedures and limitations

**B. Manoeuvres and Procedures (additional)**

					<i>Skill Test/ Proficiency Check</i>	
<i>Manoeuvres/Procedures</i>	<i>Instructor's initials when training completed</i>				<i>Chkd. in</i>	<i>Examiner's initials when test/check passed</i>
	<i>FS</i>	<i>H</i>			<i>FS, H</i>	
Additional authorisation on a type rating for instrument approaches down to a decision height of less than 60 m (200 ft) (CAT II/III). Following manoeuvres and procedures are to be trained for the purpose of type rating extension to instrument approach down to a DH of less than 60 m (200 ft). During the following instrument approaches and missed approach procedures all equipment necessary for type certification of instrument approaches down to a decision height of less than 60 m (200 ft) shall be used.						
1	P*	---->*			M*	
2	P*	---->*			M*	
3  to reaching decision height, furthermore, go-around with airborne equipment failure. Special attention shall be given to go-around procedures with pre-calculated manual or automatic go-around attitude guidance.	P*	---->*			M*	
4	P*	---->*				

[Amdt.2, 01.11.02; Amdt.4, 01.08.06]

**Appendix 1 to JAR-FCL 2.245(b)(3)****Cross-Crediting of Proficiency Checks for revalidation of type ratings**

(See JAR-FCL 2.245(b)(3) and JAR-FCL 2.245(c) )

This Appendix includes a list of single-engine piston helicopter types and licence endorsement for the purpose of revalidation of type ratings according to JAR-FCL 2.245 (b) (3).

<b>Manufacturer</b>	<b>Helicopter Type and Licence Endorsement</b>
<b>Agusta-Bell</b>	
- SE piston	Bell47
<b>Bell Helicopters</b>	
- SE piston	Bell47
<b>Brantley</b>	
-SE piston	BrantleyB2
<b>Breda Nardi</b>	
- SE piston	HU269
<b>Enstrom</b>	
- SE piston	ENF28
<b>Hiller</b>	
- SE piston	UH12
<b>Hughes/Schweitzer</b>	
- SE piston	HU269
<b>Westland</b>	
- SE piston	Bell47

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

(See JAR-FCL 2.255(a))

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

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

020 Aircraft General Knowledge:

- airframe/systems/power plant
- instrument/electronics

030 Flight Performance and Planning:

- mass and balance
- performance

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

[Amdt.3, 01.09.03; Amdt.4, 01.08.06]

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**Appendix 1 to JAR-FCL 2.261(a)****Theoretical knowledge instruction requirements for skill test/proficiency checking for type ratings**

(See JAR-FCL 2.261(a))

(See AMC FCL 2.261(a))

1 The theoretical knowledge instruction shall be conducted by an authorised instructor holding the appropriate type rating or any instructor having appropriate experience in aviation and knowledge of the aircraft concerned, e.g. flight engineer, maintenance engineer, flight operations officer.

2 The theoretical knowledge instruction shall cover the syllabus in AMC FCL 2.261(a), as appropriate to the helicopter type concerned. Depending on the equipment and systems installed, the instruction shall include but is not limited to the following contents:

(a) Helicopter structure, transmissions, rotor and equipment, normal and abnormal operation of systems.

- Dimensions
- Engine including aux. power unit, rotors and transmissions
- Fuel system-
- Air-conditioning
- Ice protection, windshield wipers and rain repellent
- Hydraulic system
- Landing gear
- Flight controls, stability augmentation and autopilot systems
- Electrical power supply
- Flight instruments, communication, radar and navigation equipment
- Cockpit, cabin and cargo compartment
- Emergency equipment

(b) Limitations

- General limitations, according to the helicopter flight manual
- Minimum equipment list

(c) Performance, flight planning and monitoring

- Performance
- Flight planning

(d) Load and balance and servicing

- Load and balance
- Servicing on ground

(e) Emergency procedures

(f) Special requirements for helicopters with electronic flight instrument systems (EFIS)

(g) Optional equipment

3 For the initial issue of helicopters type ratings the written or computer based examination shall comprise at least fifty multiple-choice questions distributed appropriately across the main subjects of the syllabus. The pass mark shall be 75% in each of the main subjects of the syllabus.

4 For proficiency checks multi-pilot and single-pilot multi-engine helicopters theoretical knowledge shall be verified by a multi-choice questionnaire or other suitable methods.

[Amdt.1, 01.12.00; Amdt.2, 01.11.02; Amdt.4, 01.08.06]

**Appendix 1 to JAR-FCL 2.261(b)**  
**Flight Instruction and Skill Test**

(See JAR-FCL 2.220)

(See also JAR-FCL 2.262)

(See AMC -FCL 2.261( c))

**FLIGHT INSTRUCTION**

**1 a) The amount of flight instruction will depend on:**

- (i) complexity of the helicopter type, handling characteristics, level of technology
- (ii) category of helicopter (single-engine piston or turbine helicopter, multi-engine turbine and multi pilot helicopter);
- (iii) previous experience of the applicant;
- (iv) the availability of FSTDs.

**b) Flight Synthetic Training Devices (FSTDs)**

The level of qualification and the complexity of the type will determine the amount of practical training that may be accomplished in FSTDs, including completion of the skill test. Prior to undertaking the skill test, a student shall demonstrate competency in the skill test items during the practical training.

**2 Initial issue**

The approved flight instruction (excluding skill test) shall comprise a total of at least:

Helicopter types	In Helicopter	In Helicopter and FSTD associated training Credits
SEP (H)	5 hrs	Using FS C/D: At least 2 hrs helicopter and at least 6 hrs total Using FTD 2/3: At least 4 hrs helicopter and at least 6 hrs total
SET (H) under 3175 kg MTOM	5 hrs	Using FS C/D: At least 2 hrs helicopter and at least 6 hrs total Using FTD 2/3: At least 4 hrs helicopter and at least 6 hrs total
SET(H) at or over 3175 kg MTOM	8 hrs	Using FS C/D: At least 2 hrs helicopter and at least 10 hrs total Using FTD 2/3: At least 4 hrs helicopter and at least 10 hrs total
SPH MET (H) JAR/FAR 27 and 29	8 hrs	Using FS C/D: At least 2 hrs helicopter and at least 10 hrs total Using FTD 2/3: At least 4 hrs helicopter and at least 10 hrs total
MPH	10 hrs	Using FS C/D: At least 2 hrs helicopter, and at least 12 hrs total Using FTD 2/3: At least 4 hrs helicopter, and at least 12 hrs total

Holders of an IR(H) wishing to extend the IR(H) to the further types shall have additionally two hours flight training on type by sole reference to instruments according to IFR which may be conducted in a FS C/D level or FTD level 2/3. Holders of SE IR(H) wishing to extend the IR privileges to a ME IR(H) for the first time shall comply with JAR-FCL 2.240(a)(4)

**3 Additional types**

The approved flight instruction (excluding skill test) shall comprise a total of at least:

Helicopter types	In Helicopter	In Helicopter and FSTD associated training Credits
SEP(H) to SEP(H) within Appendix 1 to JAR-FCL 2.245(b)(3)	2 hrs	Using FS C/D: At least 1 hr helicopter and at least 3 hrs total Using FTD 2/3: At least 1 hr helicopter and at least 4 hrs total

## Appendix 1 to JAR-FCL 2.261(b) (continued)

SEP(H) to SEP(H) not included in Appendix 1 to JAR-FCL 2.245(b)(3)	5 hrs	Using FS C/D: At least 1 hr helicopter and at least 6 hrs total Using FTD 2/3: At least 2 hr helicopter and at least 7 hrs total
SET(H) to SET(H)	2 hrs	Using FS C/D: At least 1 hr helicopter and at least 43 hrs total Using FTD 2/3: At least 1 hr helicopter and at least 5 hrs total
Single Engine difference training	1 hr	N/A
MET(H) to MET(H)	3 hrs	Using FS C/D: At least 1 hr helicopter and at least 6 hrs total Using FTD 2/3: At least 2 hrs helicopter and at least 7 hrs total
Multi Engine difference training	1 hrs	N/A
MPH to MPH	5 hrs	Using FS C/D: At least 1 hr helicopter and at least 6 hrs total Using FTD 2/3: At least 2 hrs helicopter and at least 7 hrs total

Holders of an IR(H) wishing to extend the IR(H) to further types shall have additionally two hours flight training on type by sole reference to instruments according to IFR which may be conducted in a FS C/D level or FTD level 2/3. Holders of SE IR(H) wishing to extend the IR privileges to a ME IR(H) for the first time shall comply with JAR-FCL 2.240(a)(4)

## SKILL TEST

4 On completion of the related flying training, the applicant shall take the type rating skill test including, if relevant, the instrument section, in accordance with the Appendix 1 and 2 to JAR-FCL 2.240 & 2.295, or Appendix 1 to JAR-FCL 2.240 & 2.295 and Appendix 3 to JAR-FCL 2.240 as appropriate.

[Amdt.4, 01.08.06]

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**Appendix 1 to JAR-FCL 2.261(d)****Multi-crew co-operation course (Helicopter)**

(See JAR-FCL 2.261(d))

(See AMC FCL 2.261(d))

1 The aim of the course is to enable pilots to become proficient in multi-crew co-operation (MCC) in order to operate safely multi-pilot helicopters under IFR and VFR (if applicable).

a. The pilot-in-command fulfils his managing and decision-making functions irrespective whether he is PF or PNF.

b. The tasks of PF and PNF are clearly specified and distributed in such a manner that the PF can direct his full attention to the handling and control of the aircraft.

c. Co-operation is effected in an orderly manner appropriate to the normal, abnormal or emergency situations encountered.

d. Mutual supervision, information and support is ensured at all times.

**INSTRUCTORS**

2 Instructors for MCC training should be thoroughly familiar with human factors and multi-crew co-operation (MCC). They should be current with the latest developments in human factors training and multi-crew co-operation (MCC).

**THEORETICAL KNOWLEDGE**

3 The theoretical knowledge syllabus is set out in AMC FCL 2.261(d).

**FLYING TRAINING**

4 The flying training syllabus is set out in AMC FCL 2.261(d).

**CERTIFICATE OF COMPLETION**

5 On completion of the course, the applicant may be issued with a certificate of satisfactory completion of the course.

**CROSS-CREDITING**

6 A holder of a certificate of completion of MCC training on aeroplanes or experience of more than 500 hours as pilot on multi-pilot aeroplanes shall be exempted from the requirement to complete the theoretical knowledge syllabus as set out in AMC FCL 2.261(d).

[Amdt.2, 01.11.02, Amdt.4, 01.08.06]

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## SUBPART G – AIRLINE TRANSPORT PILOT LICENCE (Helicopter) – ATPL(H)

JAR-FCL 2.280(a)(2) (continued)

**JAR-FCL 2.265 Minimum age**

An applicant for an ATPL(H) shall be at least 21 years of age.

**JAR-FCL 2.270 Medical fitness**

An applicant for an ATPL (H) shall hold a valid Class 1 medical certificate. In order to exercise the privileges of the ATPL(H), a valid Class 1 medical certificate shall be held.

**JAR-FCL 2.275 Privileges and conditions**

(a) *Privileges.* Subject to any other conditions specified in JARs, the privileges of the holder of an ATPL(H) are to:

(1) exercise all the privileges of the holder of a PPL(H) and CPL(H); and

(2) act as pilot-in-command or co-pilot in helicopters engaged in air transportation.

(b) *Conditions.* An applicant for an ATPL(H) who has complied with the conditions specified in JAR-FCL [2.010(a)(4),] 2.265, 2.270 [ ], 2.280 [ ], 2.285, 2.290 and] 2.295 shall have fulfilled the requirements for the issue of an ATPL(H) containing a type rating for the helicopter type used on the skill test.

[Amdt.5, 01.12.06]

**JAR-FCL 2.280 Experience and crediting**

(a) An applicant for an ATPL(H) shall have completed as a pilot of helicopters at least 1 000 hours of flight time (see also JAR-FCL 2.050(a)(3)) of which a maximum of 100 hours may have been completed in a STD, of which not more than 25 hours in a FNPT, including at least:

(1) 350 hours in multi-pilot helicopter.

(2) (i) 250 hours either as pilot-in-command or at least 100 hours as pilot-in-command and 150 hours as co-pilot performing, under the supervision of the pilot-in-command the duties and functions of a pilot-in-command provided that the method of supervision is acceptable to the Authority;

or

(ii) 250 hours as co-pilot on helicopters operated in accordance with JAR-FCL 2.280(a)(1) performing, under the supervision of the pilot-in-command the duties and functions of a pilot-in-command provided that the method of supervision is acceptable to the Authority, and the ATPL privileges shall be limited to multi-pilot operations only;

(3) 200 hours of cross-country flight time of which at least 100 hours shall be as pilot-in-command or as co-pilot performing under the supervision of the pilot-in-command the duties and functions of a pilot-in-command, provided that the method of supervision is acceptable to the Authority;

(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 pilot-in-command or as co-pilot.

(b) Holders of a pilot licence or equivalent document for other categories of aircraft will be credited with flight time in such other categories of aircraft as set out in JAR-FCL 2.155(a) except flight time in aeroplanes which will be credited up to 50% of all the flight time requirements of sub-paragraph (a).

(c) The experience required shall be completed before the skill test given in JAR-FCL 2.295 is taken.

[Amdt.3, 01.09.03; Amdt.4, 01.08.06]

**JAR-FCL 2.285 Theoretical knowledge**

(See Appendix 1 to JAR-FCL 2.285)

(See Appendix 1 to JAR-FCL 2.005)

(a) *Course.* An applicant for an ATPL(H) shall have received theoretical knowledge instruction at an approved flying training organisation (FTO) An applicant who has not received the theoretical knowledge instruction during an integrated course of training shall take the course set out in Appendix 1 to JAR-FCL 2.285.

(b) *Examination.* An applicant for an ATPL(H) shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of an ATPL(H) and in accordance with the requirements in JAR-FCL Subpart J.

[Amdt.3, 01.09.03; Amdt.4, 01.08.06]

**JAR-FCL 2.290 Flight instruction**

(See AMC FCL 2.261(d))

(See Appendix 1 to JAR-FCL 2.261(d))

An applicant for an ATPL(H) shall be the holder of a CPL(H), a multi-pilot helicopter type rating and have received instruction in multi-crew co-operation VFR as required by JAR-FCL 2.261(d) (see Appendix 1 to JAR-FCL 2.261(d) and AMC FCL 2.261(d).

[Amdt.2, 01.11.02; Amdt.3, 01.09.03; Amdt.4, 01.08.06]

**JAR-FCL 2.295 Skill**

(a) An applicant for an ATPL(H) shall have demonstrated the ability to perform as pilot-in-command of a multi-pilot helicopter, the procedures and manoeuvres described in JAR-FCL Appendix 1 and 2 to JAR-FCL 2.240 and 2.295 with a degree of competency appropriate to the privileges granted to the holder of an ATPL(H).

(b) The ATPL(H) skill test may serve at the same time as a skill test for the issue of the licence and a proficiency check for the revalidation of the type rating for the helicopter used in the test and may be combined with the skill test for the issue of a multi-pilot type rating.

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[Amdt.4, 01.08.06]

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

(See JAR-FCL 2.285)

(See Appendix 1 to JAR-FCL 2.470)

1 The aim of this course is to train pilots who have not received the theoretical knowledge instruction during an integrated course to the level of theoretical knowledge required for the ATPL(H).

2 An applicant wishing to undertake an ATPL(H) modular course of theoretical knowledge instruction shall be required under the supervision of the Head of Training of an approved FTO to complete 450 hours (1 hour = 60 minutes instruction) of instruction for ATPL(H) theory within a period of 18 months. An applicant shall be the holder of a PPL(H) issued in accordance with ICAO Annex 1.

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

3 The FTO shall ensure that before being admitted to the course the applicant has a sufficient level of knowledge of Mathematics and Physics to facilitate an understanding of the content of the course.

4 The instruction shall cover all items in the relevant syllabi set out in the AMC FCL 2.470(a). An approved course should include formal classroom work and may include the use of such facilities as inter-active video, slide/tape presentation, learning carrels and computer based training and other media as approved by the Authority. Approved distance learning (correspondence) courses may also be offered as part of the course at the discretion of the Authority.

[Amdt.2, 01.11.02; Amdt.3, 01.09.03; Amdt.4, 01.08.06]

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## SUBPART H – INSTRUCTOR RATINGS (Helicopter)

**JAR-FCL 2.300 Instructor Ratings & Authorisation - Purposes**

Five instructor categories are recognised.

- (a) Flight Instructor Rating – helicopter (FI(H))
- (b) Type Rating Instructor Rating – helicopter (TRI(H))
- (c) Instrument Rating Instructor Rating – helicopter (IRI(H))
- (d) Synthetic Flight Instructor Authorisation – helicopter (SFI(H))
- (e) Synthetic Training Instructor Authorisation – helicopter (STI(H))

Multi roles. Provided that they meet the qualification and experience requirements set out in this Subpart for each category undertaken, instructors are not confined to a single category.

[Amdt.1, 01.12.00; Amdt.4, 01.08.06]

**JAR-FCL 2.305 Instructor – General**  
(See Appendix 1 to JAR-FCL 2.305)

(a) A person shall not carry out the flight instruction required for the issue, revalidation or renewal of any pilot licence or rating unless that person has:

(1) a pilot licence containing an instructor rating; or

(2) a specific authorisation granted by a JAA Member State in cases where:

(i) new helicopters are introduced;  
or

(ii) vintage helicopters or helicopters of special manufacture are registered, for which no person has an instructor rating; or

(iii) training is conducted outside JAA Member State by instructors not holding a JAR-FCL licence (see Appendix 1 to JAR-FCL 2.305).

(b) A person shall not carry out synthetic instruction unless holding a FI(H), TRI(H) rating or SFI(H), STI(H) authorisations.

[Amdt.4, 01.08.06]

**JAR-FCL 2.310 Instructor Ratings and Authorisations – General**

(See Appendix 1 & 2 to JAR-FCL 2.320E)

(See Appendix 1 to JAR-FCL 2.470)

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

(1) be at least 18 years of age;

(2) have met the theoretical knowledge requirements for a CPL(H) as set out in Appendix 1 to JAR-FCL 2.470;

(3) have received at least 10 hours of helicopter instrument flight instruction in an FTO or TRTO, of which not more than five hours may be instrument ground time in a FSTD;

(4) have completed at least 20 hours of cross-country flight in helicopters as pilot-in-command;

(5) except for the SFI and STI authorisation, hold at least the licence and current type and/or instrument rating for which instruction is being given;

(6) except for the SFI and STI authorisation, have at least 15 hours experience as pilot on the type of helicopter on which instruction is to be given, of which not more than 7 hours may be in a FSTD;

(7) except for the SFI and STI authorisation, be entitled to act as pilot-in-command of the helicopter during such training; and

meet the specific pre-requisites for each instructor category.

The 15 hours relevant experience requirement in paragraph (6) above shall be considered to have been met if a skill test in accordance with Appendix 1 and 2 to JAR-FCL 2.320E has been passed on that type.

(b) Credit towards further ratings and for the purpose of revalidation. Applicants for further instructor ratings may be credited with the teaching and learning skills already demonstrated for the instructor rating held. Hours flown as Authorised Examiner during Skill Tests/Proficiency Checks may be credited towards revalidation requirements for instructor ratings held.

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(c) Experience. The privileges of the instructor rating shall not be exercised, unless in the preceding 12 months the instructor has completed at least 15 hours of flight/type rating/FSTD or instrument rating instruction. Hours flown in a pilot seat, as Authorised Examiner, during Skill Tests/Proficiency Checks may be credited towards this requirement for instructor ratings held.

If the experience requirements has lapsed, and provided the instructor rating is valid, a skill test in accordance with Appendix 1 and 2 to JAR-FCL 2.320E shall be passed.

[Amdt.4, 01.08.06]

### **JAR-FCL 2.315 Instructor Ratings and Authorisations - Period of validity**

(See JAR-FCL 2.305(a)(2))

(a) All instructor ratings and authorisations are valid for a period of 3 years in addition to the remainder of the month of issue. If issued within the final 12 calendar months of validity of a previous instructor check, the period of validity shall extend from the date of issue until 3 years from the expiry date of that previous instructor check. An instructor who revalidates his instructor rating at the same time as his examiner authorisation may have the instructor rating validity period aligned with the examiner authorisation.

(b) The validity period for a specific authorisation (see JAR-FCL 2.305(a)(2)) shall not exceed 3 years.

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

[Amdt.1, 01.12.00, Amdt.2, 01.11.02; Amdt.3, 01.09.03; Amdt.4, 01.08.06]

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### **JAR-FCL 2.320A FI(H) – Pre Requisite Requirements**

(See JAR-FCL 2.310)

(See JAR-FCL 2.320C(g))

(See Appendix 3 to JAR-FCL 2.240)

(See Appendix 1 to JAR-FCL 2.470)

Before being permitted to begin an approved course of training for a FI(H) rating an applicant shall;

(a) Have completed at least 250 hours of helicopter flight time of which;

(1) at least 100 hours shall be as pilot-in-command if holding an ATPL(H) or a CPL(H), or

(2) at least 200 hours as pilot-in-command of helicopters, if holding a PPL(H).

(b) Meet the pre-requisites in JAR-FCL 2.310 above; and

(c) Have passed a specific pre-entry flight test with an FI(H) qualified in accordance with JAR-FCL 2.320C(g) based on the proficiency check as set out in Appendix 3 to JAR-FCL 2.240 within the 6 months preceding the start of the course. The flight test will assess the ability of the applicant to undertake the course.

[Amdt.4, 01.08.06]

### **JAR-FCL 2.320B FI(H) – Restricted Privileges**

(See JAR-FCL 2.320C(d))

(a) *Restricted period.* Until the holder of a FI(H) rating has conducted at least 100 hours flight instruction in helicopters and, in addition has supervised at least 25 student solo flight air exercises, the privileges of the rating are restricted. The restriction will be removed from the rating when the above requirements have been met and on the recommendation of the supervising FI(H).

(b) *Restrictions.* The privileges [ ] [are] restricted to carrying out under the supervision of a FI(H) approved for this purpose:

(1) flight instruction for the issue of the PPL(H) – or those parts of integrated courses at PPL(H) level – and type ratings for single pilot, single-engine helicopters, excluding approval of first solo flights by day or by night and first solo navigation flight by day or night; and

## JAR-FCL 2.320B (b)(1) (continued)

(2) night flying instruction, provided a helicopter night qualification is held, the ability to instruct at night has been demonstrated to a FI(H) authorised to conduct FI(H) training in accordance with JAR-FCL 2.330C(d) and the night currency requirement of JAR-FCL 2.026 is satisfied.

[Amdt.4, 01.08.06; Amdt.5, 01.12.06; Amdt.6, 01.02.07]

### JAR-FCL 2.320C FI(H) – Privileges & Requirements

(See JAR-FCL 2.026)  
 (See JAR-FCL 2.310(a)(5))  
 (See JAR-FCL 2.320B)  
 (See JAR-FCL 2.330B(b))  
 (See JAR-FCL 2.330C)  
 (See JAR-FCL 2.330E(b))  
 (See Appendix 1 to JAR-FCL 2.320C & 2.320E)  
 (See Appendix 1 to JAR-FCL 2.320E)

The privileges of the holder of FI(H) rating (for restrictions see JAR-FCL 2.320B) are to conduct flight instruction for the issue, revalidation or renewal of:

- (a) APPL(H).
- (b) A CPL(H), provided that the FI(H) has completed at least 500 hours of flight time as a pilot of helicopters including at least 200 hours of flight instruction and holds at least a CPL(H).
- (c) Type Ratings for single-pilot single-engine helicopters;
- (d) A helicopter night qualification, provided a helicopter night qualification is held and the ability to instruct at night has been demonstrated to a FI(H) authorised to conduct night FI(H) training and the night currency requirement of JAR-FCL 2.026 is satisfied;

(e) An instrument rating (see also JAR-FCL 2.310(a)(5), provided that the FI(H) has:

(1) at least 200 hours of instrument flight time in helicopter of which up to 50 hours may be instrument ground time in a flight simulator, FTD or FNPT II; and

(2) completed as a student an approved course of theoretical knowledge instruction and at least 5 hours of flight instruction in a helicopter or FSTD (see Appendix 1 to JAR-FCL 2.340B and AMC FCL 2.340B) and has passed the appropriate skill

## JAR-FCL 2.320C (e) (continued)

test in a helicopter as set out in Appendix 1 to JAR-FCL 2.320E;

(f) A single-pilot multi-engine type rating, provided that the FI(H) meets the TRI requirements of JAR-FCL 2.330B(b) & (d), and JAR-FCL 2.330E(b);

(g) A FI(H) Rating and/or IRI(H) Rating, provided that the FI(H) has;

(1) given at least 500 hours of flight instruction in helicopters;

(2) demonstrated to a FIE(H) the ability to instruct a FI(H) or IRI(H) as appropriate during a skill test conducted in accordance with Appendix 1 to JAR-FCL 2.320E; and

(3) been authorised by the Authority for this purpose.

[Amdt.4, 01.08.06]

### JAR-FCL 2.320D FI(H) – Course

(See Appendix 1 to JAR-FCL 2.320D)  
 (See AMC FCL 2.320D)

(a) An applicant for the FI(H) rating shall have completed an approved course of theoretical knowledge instruction and flight training at an approved FTO (see Appendix 1 to JAR-FCL 2.320D and AMC FCL 2.320D).

(b) The course is intended to train the applicant to give instruction on single-engine single-pilot helicopters up to PPL(H) standard. The flight instruction shall comprise at least 30 hours of flight training, of which 25 hours shall be dual flight instruction. The remaining five hours may be mutual flying (i.e. two applicants flying together to practice flight demonstrations). Of the 25 hours, five hours may be conducted in an FSTD approved for this purpose by the Authority. The skill test is additional to the course training time.

[Amdt.4, 01.08.06]

### JAR-FCL 2.320E FI(H) – Skill Test

(See Appendix 1 and 2 to JAR-FCL 2.320E)

An applicant for a FI(H) rating shall demonstrate to an FIE(H) notified by the Authority for this purpose the ability to instruct a student pilot to the level required for the issue of a PPL(H), including pre-flight, post-flight and theoretical knowledge instruction, in accordance with the requirements of Appendices 1 and 2 to JAR-FCL 2.320E.

[Amdt.4, 01.08.06]

#### **JAR-FCL 2.320F FI(H) – Rating Issue**

(See JAR-FCL 2.310)  
(See JAR-FCL 2.320A thro' 2.320E)  
(See JAR-FCL 2.320G)  
(See JAR-FCL 2.330B(b) & (d))  
(See Appendix 1 to JAR-FCL 2.305)

(a) An applicant for a FI(H) rating:

(1) who has complied with the conditions specified in JAR-FCL 2.310, 2.320A through 2.320E; or

(2) who has been issued a specific authorisation in accordance with Appendix 1 to JAR-FCL 2.305, complies with the requirements of JAR-FCL 2.320G and holds a JAR-FCL licence,

shall have fulfilled the requirements for the issue of a FI(H) rating, subject to the initial restrictions set out in JAR-FCL 2.320B.

(b) Before the privileges are extended to further types of helicopter, the holder shall:

(1) meet the requirements of JAR-FCL 2.310;

(2) if the additional type is a single-pilot multi-engine helicopter, meet the requirements of JAR-FCL 2.330B(b) and (d).

[Amdt.4, 01.08.06]

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#### **JAR-FCL 2.320G FI(H) – Revalidation & Renewal**

(See Appendices 1 and 2 to JAR-FCL 2.320E)

(See AMC FCL 2.320G(a)(2))  
(See IEM FCL 2.320G)

(a) For revalidation of a FI(H) rating the holder shall fulfil two of the following three requirements:

(1) give at least 50 hours of flight instruction in helicopters as FI(H), TRI(H), IRI(H), or Examiner during the period of validity of the rating, of which at least 15 hours shall be within the 12 months preceding the expiry date of the FI rating;

(2) attend an instructor refresher seminar (see AMC FCL 2.320G(a)(2)), as approved by the Authority, within the validity period of the FI rating;

(3) pass, as a proficiency check, the skill test set out in Appendices 1 and 2 to JAR-FCL 2.320E within the 12 months preceding the expiry date of the FI rating.

(b) For the first revalidation, and for at least each alternating revalidation, the FI(H) shall pass the proficiency check as set out in Appendices 1 and 2 to JAR-FCL 2.320E as one of the two requirements to be fulfilled to comply with JAR-FCL 2.320G(a).

(c) If the rating has lapsed, the applicant shall meet the requirements as set out in (a)(2) and (a)(3) above within the last 12 months before renewal.

[Amdt.4, 01.08.06]

#### **JAR-FCL 2.330A TRI(H) – Privileges**

(See JAR-FCL 2.261(d))  
(See Appendix 1 to JAR-FCL 2.261(d))  
(See AMC FCL 2.261(d))

The privileges of the holder of a TRI(H) rating are to instruct licence holders for the issue, revalidation or renewal of a type rating, including where applicable, the extension of the IR(H) privileges, and as TRI(MPH) the instruction required for multi-crew co-operation as applicable (see JAR-FCL 2.261(d), Appendix 1 to JAR-FCL 2/261(d) and AMC FCL 2.261(d)).

[Amdt.1, 01.12.00; Amdt.2, 01.11.02; Amdt.3, 01.09.03;  
Amdt.4, 01.08.06]

**JAR-FCL 2.330B TRI(H) – Pre-requisites & Requirements**

(See JAR-FCL 2.310)

Before being permitted to begin an approved course of training for a TRI(H) rating an applicant shall;

(a) For a TRI(H) rating for single-pilot multi-engine helicopters, have completed at least 250 hours as a pilot of helicopters;

(b) For a TRI(H) rating for single-pilot [ ]multi-engine helicopters, have completed at least 500 hours as pilot of helicopters to include 100 hours as pilot-in-command of single-pilot multi-engine helicopters;

(c) For a TRI(H) rating for multi-pilot helicopters, have completed at least 1000 hours flight time as a pilot of helicopters, to include at least 350 hours as a pilot of multi-pilot helicopters;

(d) Meet the pre-requisites in JAR-FCL 2.310 above.

[Amdt.4, 01.08.06; Amdt.5, 01.12.06; Amdt.6, 01.02.07]

**JAR-FCL 2.330C TRI(H) – Course**

(See Appendix 1 to JAR-FCL 2.330C)

An applicant for the TRI(H) rating shall have completed an approved course of theoretical knowledge instruction and helicopter or synthetic flight training at an approved FTO or TRTO (see Appendix 1 to JAR-FCL 2.330C).

[Amdt. 4, 01.08.06]

**JAR-FCL 2.330D TRI(H) – Assessment of Competence**

(See Appendix 1 to JAR-FCL 2.320E)

An applicant for an initial TRI(H) rating shall demonstrate to a TRI(H) notified by the Authority for this purpose his ability to instruct a pilot to the level required for the issue of a type rating, including pre-flight, post-flight and theoretical knowledge instruction in accordance with the requirements of Appendix 1 and 2 to JAR-FCL 2.320E (sections taken as applicable).

[Amdt.4, 01.08.06]

**JAR-FCL 2.330E TRI(H) – Rating issue**

(See JAR-FCL 2.250)

(See JAR-FCL 2.305)

(See JAR-FCL 2.310)

(See JAR-FCL 2.330A

thro'2/330D)

(See JAR-FCL 2.330F)

(See Appendix 1 to JAR-FCL 2.305)

(See Appendix 1 &amp; 2 to JAR-FCL 2.320E)

(a) An applicant for an initial TRI(H) rating;

(1) who has complied with the conditions specified in JAR-FCL 2.305, 2.310 and 2.330A through 2.330D; or

(2) who has been issued a specific authorisation in accordance with Appendix 1 to JAR-FCL 2.305, complies with the requirements of JAR-FCL 2.330F and holds a JAR-FCL licence.

Shall have fulfilled the requirements for the issue of a TRI(H) rating. Holders of a current FI(H) rating Holders of a current FI(H) rating have fulfilled the requirements for the relevant TRI(H) single pilot helicopter.

(b) Before the privileges are extended to further types of helicopter, the holder shall have conducted sufficient TRI flight training on the applicable type of helicopter or FSTD in order to demonstrate to a TRI(H) notified by the Authority for this purpose his ability to instruct a pilot to the level required for the issue of a type rating, including pre-flight, post-flight and theoretical knowledge instruction in accordance with the requirements of Appendix 1 and 2 to JAR-FCL 2.320E (sections taken as applicable).

(c) Before the privileges are extended from a single pilot to multi pilot helicopters privileges on the same type, the holder shall meet the requirements of JAR-FCL 2.250 and have at least 100 hours in multi-pilot helicopters on this type. An applicant for the first multi-pilot multi-engine TRI(H) rating shall meet the experience requirements of JAR-FCL 2.330B(c) except that the 350 hours multi-pilot helicopter may be considered to have been met if they have the 100 hours multi-pilot helicopter on the same type.

[Amdt.4, 01.08.06]

**JAR-FCL 2.330F TRI(H) – Revalidation & Renewal**

(See JAR-FCL 2.330D)

(See AMC FCL 2.320G(a)(2))

(a) For revalidation of a TRI(H) rating the holder shall have a current FI(H) rating on the type required, or fulfil two of the following three requirements:

(1) complete at least 50 hours of flight instruction in helicopters or FSTDs as FI, TRI, SFI, STI or IRI or as Examiner during the period of validity of the rating, of which at least 15 hours shall be within the 12 months preceding the expiry date of the TRI rating;

(2) attend an instructor refresher seminar (see AMC FCL 2.320G(a)(2)), as approved by the Authority, within the validity period of the rating;

(3) pass, as a proficiency check, the relevant sections of the assessment set out in JAR-FCL 2.330D with a TRI(H) notified by the Authority for this purpose.

(b) For the first revalidation, and for at least each alternating revalidation, the TRI(H) shall pass the assessment set out in JAR-FCL 2.330D

(c) An assessment in accordance with JAR-FCL 2.330D on a type will revalidate the TRI rating on other types for which a TRI rating is held. If the TRI(H) rating is revalidated on the basis of a current FI(H) rating, the validity period of the TRI(H) rating will be to the expiry date of the FI(H) rating.

(d) If the rating has lapsed, the applicant shall meet the requirements as set out in (a)(2) and (a)(3) above, or hold a current FI(H) rating on the type, within the last 12 months before renewal. If the TRI(H) rating is renewed on the basis of a current FI(H) rating, the validity period of the TRI(H) rating will be to the expiry date of the FI(H) rating.

[Amdt.4, 01.08.06]

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**JAR-FCL 2.340A IRI(H) – Privileges**

The privileges of the holder of an IR(H) rating are limited to instructing licence holders for the issue, revalidation and renewal of an IR(H).

[Amdt.2, 01.11.02; Amdt.4, 01.08.06]

**JAR-FCL 2.340B IRI(H) – Pre-requisites and Requirements**

(See JAR-FCL 2.310)

Before being permitted to begin an approved course of training for an IRI(H) rating an applicant shall;

(a) Hold a valid IR(H) on the relevant type;

(b) Hold a valid TRI(H) on the relevant type;

(c) Have completed at least 500 hours flight time under IFR of which at least 250 hours shall be instrument flight time in helicopters;

(d) Meet the pre-requisites in JAR-FCL 2.310 above.

[Amdt.4, 01.08.06]

**JAR-FCL 2.340C IRI(H) – Course**

(See Appendix 1 to JAR-FCL 2.340C)

(See AMC FCL 2.340C)

An applicant for the initial issue of an IRI(H) shall have successfully completed an approved IRI(H) course at an approved FTO (see Appendix 1 to JAR-FCL 2.340C and AMC FCL 2.340C) comprising theoretical knowledge instruction and at least 10 hours of flight instruction in a helicopter or FSTD.

[Amdt.4, 01.08.06]

**JAR-FCL 2.340D IRI(H) – Skill Test**

(See Appendix 1 &amp; 2 to JAR-FCL 2.330E)

The applicant shall pass a skill test as set out in Appendix 1 & 2 to JAR-FCL 2.320E (sections taken as applicable) with an FIE(H) authorised for this purpose by the Authority.

[Amdt.4, 01.08.06]

**JAR-FCL 2.340E IRI(H) – Rating issue**

(See JAR-FCL 2.340A through 2.340D)

(See JAR-FCL 2.340F)

(See Appendix 1 to JAR-FCL 2.305)

An applicant for an IRI(H) rating;

(a) Who has complied with the conditions specified in JAR-FCL 2.340A through 2.340D; or

b) Who has been issued a specific authorisation in accordance with Appendix 1 to JAR-FCL 2.305, complies with the requirements of JAR-FCL 2.340F and holds a JAR-FCL licence, shall have fulfilled the requirements for the issue of a IRI(H) rating.

[Amdt.4, 01.08.06]

**JAR-FCL 2.340F IRI(H) – Revalidation & Renewal**

(See Appendix 1 & 2 to JAR-FCL 2.320E)

(See AMC FCL 2.320(a)(2))

(a) For revalidation of a IRI(H) rating the holder shall fulfil two of the following three requirements:

(1) complete at least 50 hours of instrument flight instruction in helicopters or FSTDs as FI, TRI, SFI, STI or IRI or as Examiner during the period of validity of the rating, including at least 15 hours of instrument flight instruction within the 12 months preceding the expiry date of the IRI(H) rating;

(2) attend an instructor refresher seminar (see AMC FCL 2.320G(a)(2)), as approved by the Authority, within the validity period of the IRI(H) rating;

(3) pass, as a proficiency check, the skill test set out in Appendices 1 and 2 to JAR-FCL 2.320E within the 12 months preceding the expiry date of the IRI rating.

b) For the first revalidation, and for at least each alternating revalidation, the IRI(H) shall pass the proficiency check as set out in Appendices 1 and 2 to JAR-FCL 2.320E as one of the two requirements to be fulfilled to comply with JAR-FCL 2.340F(a);

(c) [ ] If the rating has lapsed, the holder shall meet the requirements of (a)(2) & (a)(3) above, within 12 months before renewal;

JAR-FCL 2.340F (continued)

(d) An IRI(H) proficiency check in accordance with Appendices 1 & 2 to JAR-FCL 2.320E on a type will revalidate the IRI(H) rating on other types which an IRI(H) rating is held.

[Amdt.4, 01.08.06; Amdt.5, 01.12.06; Amdt.6, 01.02.07]

**JAR-FCL 2.350A SFI(H) – Privileges**

(See JAR-FCL 2.261(d))

The privileges of the holder of a SFI(H) authorisation are to carry out synthetic flight instruction for type ratings, and the instruction required for multi-crew co-operation (see JAR-FCL 2.261(d)).

[Amdt.4, 01.08.06]

**JAR-FCL 2.350B SFI(H) – Pre-requisites & Requirements**

(See JAR-FCL 2.310)

(See Appendix 1 to JAR-FCL 2.240 & 2.295)

(See Appendix 1 to JAR-FCL 2.330C)

An applicant for a SFI(H) authorisation shall:

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

(b) Have at least 1000 hours flying experience as pilot of helicopters, to include at least 350 hours as a pilot of multi-pilot helicopters;

(c) Have completed an approved TRI(H) course (see Appendix 1 to JAR-FCL 2.330C);

(d) Have completed within a period of 12 months preceding the application, a proficiency check as set out in Appendix 1 to JAR-FCL 2.240 & 2.295 on a flight simulator of the applicable type;

(e) Have completed within a period of 12 months preceding the application, at least 1 hour flight time as an observer on the flight deck of the applicable type or similar type as agreed by the Authority; and

(f) Meet the pre-requisites in JAR-FCL [ ] [2.350F(a)].

[Amdt.4, 01.08.06; Amdt.5, 01.12.06; Amdt.6, 01.02.07]



**JAR-FCL 2.350C SFI(H) – Course**  
(See Appendix 1 to JAR-FCL 2.330C)

(a) Have completed the flight simulator content of the applicable Type Rating course at an approved FTO or TRTO in accordance with Appendix 1 to JAR-FCL 2.330C; and

(b) Have conducted on a complete Type Rating course at least one flight simulator session of at least 3 hours related to the duties of an SFI(H) on the applicable type of helicopter under the supervision and to the satisfaction of a TRI(H) notified by the Authority for this purpose.

[Amdt.4, 01.08.06]

**JAR-FCL 2.350D SFI(H) – Assessment of Competence**  
(See Appendix 1 to JAR-FCL 2.320E)

An applicant for an initial SFI(H) authorisation shall demonstrate to a TRI(H), notified by the Authority for this purpose, the ability to instruct a pilot to the level required for the issue of a type rating, including pre-flight, post-flight and theoretical knowledge instruction in accordance with the requirements of Appendix 1 and 2 of JAR-FCL 2.320C and 2.320E (sections taken as applicable).

[Amdt.4, 01.08.06]

**JAR-FCL 2.350E SFI(H) – Authorisation Issue**  
(See JAR-FCL 2.340F)  
(See JAR-FCL 2.350B thro' 2/350E)  
(See Appendix 1 to JAR-FCL 2.240 & 2.295)  
(See Appendix 1 to JAR-FCL 2.305)  
(See Appendix 1 to JAR-FCL 2.330C)

(a) An applicant for an initial SFI(H) authorisation;

(1) who has complied with the conditions specified in JAR-FCL 2.350B to 2.350E; or

(2) who has been issued a specific authorisation in accordance with Appendix 1 to JAR-FCL 2.305, complies with the requirements of JAR-FCL 2.340F and holds a JAR-FCL licence,

JAR-FCL 2.350E(a) (continued)

shall have fulfilled the requirements for the issue of a SFI(H) authorisation.

(b) If the privileges are to be extended to further types of helicopter the holder shall;

(1) have completed an approved TRI(H) course (see Appendix 1 to JAR-FCL 2.330C);

(2) have completed within a period of 12 months preceding the application, at least 1 hour flight time as an observer on the flight deck of the applicable type or simulator type as agreed by the Authority;

(3) have completed within a period of 12 months, preceding the application, a proficiency check as set out in Appendix 1 to JAR-FCL 2.240 & 2.295 on a flight simulator of the applicable type;

(4) conducted on a complete type rating course at least one flight simulator session of at least 3 hours related to the duties of a SFI(H) on the applicable type of helicopter under the supervision and to the satisfaction of a TRI(H) notified by the Authority for this purpose.

[Amdt.4, 01.08.06]

**JAR-FCL 2.350F SFI(H) – Revalidation & Renewal**  
(See JAR-FCL 2.350D)  
(See Appendix 1 & 2 to JAR-FCL 2.320E)  
(See AMC FCL 2.320(a)(2))

(a) For revalidation of an SFI(H) authorisation the holder shall fulfil two of the following three requirements:

(1) complete at least 50 hours of flight instruction in FSTDs as SFI, STI or as SFE(H) during the period of validity of the rating, including at least 15 hours of flight instruction within the 12 months preceding the expiry date of the SFI rating;

(2) attend an instructor refresher seminar (see AMC FCL 2.320G(a)(2)), as approved by the Authority, within the validity period of the SFI rating;

(3) pass, as a proficiency check, the skill test set out in Appendix 1 and 2 to JAR-FCL 2.320E (sections taken as applicable) within the 12 months preceding the expiry date of the SFI rating.

(b) For the first revalidation, and for at least each alternating revalidation, the SFI(H) shall

JAR-FCL 2.350F(b) (continued)

pass the assessment as set out in JAR-FCL 2.350D as one of the two requirements to be fulfilled to comply with JAR-FCL 2.350F(a);

(c) If the rating has lapsed, the holder shall meet the requirements of (a)(2) & (a)(3) above, within the 12 months before renewal.

[Amdt.4, 01.08.06]

### **JAR-FCL 2.360A STI(H)) – Privileges**

(See JAR-FCL 2.350F(a)(3))

The privileges of the holder of an STI(H) authorisation are to carry out synthetic flight instruction on single-pilot helicopters for;

(a) The initial issue of a licence or night qualification, provided he holds or has held an FI(H) rating;

(b) The initial issue, revalidation or renewal of an instrument rating, provided he holds or has held an IRI(H) rating;

(c) The initial issue, revalidation or renewal of a type rating, provided he holds or has held a TRI(H) rating or meets the requirements of JAR-FCL 2.350F(a)(3).

[Amdt.2, 01.11.02; Amdt.3, 01.09.03, Amdt.4, 01.08.06]

### **JAR-FCL 2.360B STI(H)) – Requirements**

(See JAR-FCL 2.310)

(See Appendix 3 to JAR-FCL 2.240)

An applicant for a STI(H) authorisation shall:

(a) Hold or have held within the previous 3 year a professional pilots licence containing an instructional qualification or specific authorisation appropriate to the courses on which instruction is intended or a non-JAA licence acceptable to the Authority;

(b) Have received in an FSTD at least 3 hours of flight instruction related to the privileges of an STI(H);

(c) Have completed within a period of 12 months preceding the application a proficiency check in accordance with Appendix 3 to JAR-FCL 2.240 in an FSTD of the type of helicopter appropriate to the instruction intended;

(d) Have completed within a period of 12 months, preceding the application, at least 1 hour flight time as an observer on the flight deck of the applicable type, or similar type as agreed by the Authority, and

JAR-FCL 2.360B (continued)

(e) Meet the pre-requisites in JAR-FCL 2.310.

[Amdt.4, 01.08.06]

### **JAR-FCL 2.360C STI(H)) – Course**

(See Appendix 1 to JAR-FCL 2.330C)

(a) Have completed the flight simulator content of the applicable course at an approved FTO or TRTO in accordance with Appendix 1 to JAR-FCL 2.330C; and

(b) Have conducted on a complete course at least one flight simulator session of at least 3 hours related to the privileges of an STI(H) on the applicable type of helicopter.

[Amdt.4, 01.08.06]

### **JAR-FCL 2.360D STI(H)) – Assessment of competence**

(See JAR-FCL 2.360A)

An applicant for an initial STI(H) authorisation shall demonstrate to an FIE(H) the ability to instruct in accordance with the privileges in JAR-FCL 2.360A.

[Amdt.4, 01.08.06]

### **JAR-FCL 2.360E STI(H)) – Authorisation Issue**

(See JAR-FCL 2.360A thro'2.360D)

(See JAR-FCL 2.360F)

(See Appendix 1 to JAR-FCL 2.240 & 2.295)

(See Appendix 1 to JAR-FCL 2.305)

(See Appendix 1 to JAR-FCL 2.330C)

(a) An applicant for an initial STI(H) authority;

(1) who has complied with the conditions specified in JAR-FCL 2.360A to 2.360D); or

(2) who has been issued a specific authorisation in accordance with Appendix 1 to JAR-FCL 2.305, complies with the requirements of JAR-FCL 2.360F and holds a JAR-FCL licence;

shall have fulfilled the requirements for the issue of a STI(H) authorisation.

JAR-FCL 2.360E (continued)

(b) If the privileges are to be extended to further types of helicopter FSTDs, the holder shall:

An applicant for an initial STI(H) authority;

(1) have completed an approved STI(H) course on the applicable type (see Appendix 1 to JAR-FCL 2.330C);

(2) have completed within a period of 12 months, preceding the application, a proficiency check as set out in Appendix 1 to JAR-FCL 2.240 & 2.295 on a flight simulator of the applicable type;

(3) have conducted on a complete type rating course at least one FSTD session of at least 3 hours related to the duties of a STI(H) on the applicable type of helicopter under the supervision, and to the satisfaction, of an FIE(H).

[Amdt.4, 01.08.06]

**JAR-FCL 2.375** Intentionally blank

**JAR-FCL 2.380** Intentionally blank

**JAR-FCL 2.385** Intentionally blank

#### **JAR-FCL 2.360F STI(H) – Revalidation and Renewal**

(See Appendix 1 to JAR-FCL 2.240)

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For revalidation of a STI(H) authorisation within the last 12 months of the validity period of the authorisation, the applicant shall have:

(a) Conducted at least 3 hours of instruction in a FSTD as part of a complete CPL, IR or type rating course, and

(b) Completed the applicable proficiency check sections of Appendix 3 to JAR-FCL 2.240 for the appropriate type helicopter in a FSTD on which instruction is routinely conducted.

If the authorisation has lapsed the applicant shall have:

(c) Completed at least 3 hours refresher training in an FSTD;

(d) Conducted on a complete CPL, IR or type rating course at least 3 hours instruction under the supervision and to the satisfaction of a examiner notified by the Authority for this purpose;

(e) Completed the applicable proficiency check sections of Appendix 3 to JAR-FCL 2.240 for the appropriate type helicopter in a FSTD on which instruction is routinely conducted.

[Amdt.4, 01.08.06]

**Appendix 1 to JAR-FCL 2.305****Requirements for a specific authorisation for instructors not holding a JAR-FCL licence to instruct in a FTO or TRTO outside JAA member States**

(See JAR-FCL 2.305(a)(2)(iii))

- 1 (a) Instructors seeking to instruct for a JAR-FCL licence including instrument ratings shall:
  - (i) hold at least a CPL and ratings issued in accordance with ICAO Annex I required by the respective non-JAA Member State for the instruction to be given on aircraft registered in that State;
  - (ii) have completed at least 500 hours of flight time as a pilot of helicopters of which at least 200 hours shall be as a flight instructor relevant to the intended training to be given and meet the experience requirements of JAR-FCL 2.3[ ][20C](a), (b), (c), (d) and /or (e);
  - (iii) have completed in accordance with JAR-FCL the approved relevant course(s) of theoretical instruction and flight training. The course may be modified, as approved by the Authority, taking into account the previous training and the experience of the applicant, but shall comprise at least 30 hours of ground instruction and 15 hours of dual flight instruction performed by a flight instructor holding a JAR-FCL licence and rating in accordance with JAR-FCL 2.3[ ][20](C)[ ];
  - (iv) have passed the skill test set out in JAR-FCL 2.320E;
  - (v) validity period of the authorisation is at the discretion of the Authority but not exceeding 3 years;
  - (vi) revalidation or renewal of any authorisation issued in accordance with para (i) - (iv) above shall be in accordance with JAR-FCL 2.320G.
- (b) The authorisation will be restricted as follows:
  - (i) no instruction for the issue of any instructor ratings;
  - (ii) no instruction within a JAA Member State;
  - (iii) instruction to students only who have sufficient knowledge of the language in which the instruction is given;
  - (iv) to those parts of the ATP integrated course where the instructor can demonstrate the experience relevant to the intended training according to paragraph 1 (a)(ii).
  - (v) no instruction for MCC training as defined in Appendix 1 to JAR-FCL 2.261(d) and AMC FCL 2.261(d).
- 2 (a) Instructors seeking to instruct for a JAR-FCL type rating shall:
  - (i) hold at least the licence and ratings issued in accordance with ICAO Annex I required by the respective non-JAA Member State for the instruction to be given on aircraft registered in that State;
  - (ii) comply with the experience requirements of JAR-FCL 2.330B(a) and (d) in order to act as TRI(H) or with JAR-FCL 2.350B(a)(3) and (7) in order to act as SFI(H);
  - (iii) have completed as a type rating instructor (TRI(H) or equivalent) at least 100 hours of flight or simulator instruction time;
  - (iv) validity period of the authorisation is at the discretion of the Authority but not exceeding 3 years;
  - (v) have complied with the revalidation requirements of JAR-FCL 2.330F acting as TRI(H) or JAR-FCL 2.350F acting as SFI(H).
- (b) The authorisation will be restricted as follows:
  - (i) no instruction for the issue of any instructor ratings;
  - (ii) no instruction within a JAA Member State;

Appendix 1 to JAR-FCL 2.305 (continued)

- (iii) instruction to students only who have sufficient knowledge of the language in which the instruction is given
- (iv) no instruction for MCC training as defined in Appendix 1 to JAR-FCL 2.261(d) and AMC FCL 2.261(d).

[Amdt.1, 01.12.00; Amdt.2, 01.11.02; Amdt.4, 01.08.06; Amdt.5, 01.12.06; Amdt.6, 01.02.07]

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**Appendix 1 to JAR-FCL 2.320D****Flight Instructor rating (Helicopter) (FI(H)) course**

(See JAR-FCL 2.320D)

(See AMC FCL 2.320D)

**COURSE OBJECTIVE**

1 The aim of the FI(H) course is to train helicopter licence holders to the level of proficiency necessary for the issue of a FI(H) rating and, for that purpose, to:

- a. refresh and bring up to date the technical knowledge of the student instructor;
- b. train the student instructor to teach the ground subjects and air exercises;
- c. ensure that the student instructor's flying is of a sufficiently high standard; and
- d. teach the student instructor the principles of basic instruction and to apply them at the PPL level.

2 With the exception of the section on Teaching and Learning, all the subject detail contained in the Ground and Flight Training Syllabus is complementary to the PPL(H) course syllabus and should already be known by the applicant.

3 The FI(H) course shall give particular stress to the role of the individual in relation to the importance of human factors in the man-machine and theoretical knowledge environment interaction. Special attention should be paid to the applicant's maturity and judgement including an understanding of adults, their behavioural attitudes and variable levels of education.

4 During the course, the applicants shall be made aware of their own attitudes to the importance of flight safety. Improving safety awareness shall be a fundamental objective throughout the course. It will be of major importance for the course of training to aim at giving applicants the knowledge, skills and attitudes relevant to a flight instructor's task.

5 On successful completion of the course and final test the applicant may be issued with a FI(H) rating.

**TEACHING AND LEARNING**

6 The syllabus is set out in AMC FCL 2.320D part 1. An approved FI(H) theoretical knowledge course shall comprise not less than 125 hours including progress tests. Pilots holding or having held a FI(A) rating are credited with 75 hours towards the 125 hours of the Teaching and Learning part 1 of the FI(H) course.

**FLYING TRAINING**

7 The flying training syllabus is set out in AMC FCL 2.320D part 2. An approved FI(H) course shall comprise not less than 30 hours of flight instruction.

**SKILL TEST**

On completion of the course, the applicant shall take the skill test in accordance with Appendices 1 and 2 to JAR-FCL 2.320D.

[Amdt.2, 01.11.02; Amdt4, 01.08.06; Amdt.5, 01.12.06]

**Appendix 1 to JAR-FCL 2.320E [and 2.345]****Arrangements for the flight instructor rating (FI(H)) skill test, proficiency check and oral theoretical knowledge examination**

(See JAR-FCL 2.320E[, 2.345, 2.355 and 2.395])

- 1 The skill test for a FI(H) rating is set out in Appendix 2 to JAR-FCL 2.320E. The test comprises oral theoretical examinations on the ground, pre-flight and post flight briefings and in-flight FI(H) demonstrations during skill tests in a helicopter.
- 2 An applicant for the skill test shall have received instruction on the same type of helicopter used for the test. The helicopter used for the test shall meet the requirements set out in Appendix 1a to JAR-FCL 2.055, paragraph 25.
- 3 Before taking the skill test an applicant shall have completed the required training. The FTO shall produce the applicant's training records when required by the examiner.
- 4 Section 1, the oral theoretical knowledge examination part of the skill test, is sub-divided into two parts:
  - (a) the applicant is required to give a lecture under test conditions to other 'student(s)', one of whom will be the examiner. The test lecture is to be selected from items a–h of Section 1. The amount of time for preparation of the test lecture shall be agreed beforehand with the examiner. Appropriate literature may be used by the applicant. The test lecture should not exceed 45 minutes.
  - (b) the applicant is tested orally by an examiner for knowledge of items a–i of Section 1 and the 'teaching and learning' content given in the FI(H) courses.
- 5 Sections 2, 3 and 7 are for a FI(H) rating for single-engine (SE) single-pilot helicopters [SPHs]. These parts comprise exercises to demonstrate the ability to be an FI(H) (i.e. instructor demonstration exercises) chosen by the examiner from the flight syllabus of the FI(H) training courses (see AMC FCL 2.320E). The applicant will be required to demonstrate FI(H) abilities, including briefing, flight instruction and de-briefing.
- 6 Section 4 is intentionally blank and may be used for the inclusion of other FI(H) demonstration exercises, as decided by the examiner and acknowledged by the applicant before the skill test.
- 7 Section 5 comprises additional instructor demonstration exercises for a FI(H) rating for multi-engine (ME) SPHs. This part, if required, shall use a ME SPH, flight simulator or FNPT II. If a flight simulator or FNPT is used, this shall simulate a ME helicopter. This part shall be completed in addition to sections 2, 3, 4 (if applicable) and 7.
- 8 Section 6 is intentionally blank. This part will include additional FI(H) rating demonstration exercises, as decided by the examiner and agreed with the applicant before the skill test, for an FI(H) rating for instrument ratings (IR). These exercises will be related to the training requirements for the initial issue of an IR.
- 9 During the skill test the applicant shall occupy the seat normally occupied by the FI(H). The examiner or another FI(H) shall function as the 'student'. The applicant shall be required to explain the relevant exercises and to demonstrate their conduct to the 'student', where appropriate. Thereafter, the 'student' shall execute the same manoeuvre including typical mistakes of inexperienced students. The applicant is expected to correct mistakes orally and/or, if necessary, by intervening.
- 10 Sections 1 and 2 through 7 (as relevant) shall be completed within a period of six months but all sections should, wherever possible, be completed on the same day. Failure in any exercise within sections 2, 3 and 4 (if applicable) and 5/6 (if relevant) requires a re-test covering all exercises. Section 1, if failed, may be retaken separately.

## Appendix 1 to JAR-FCL 2.320E (continued)

11 The examiner may terminate the test at any stage if it is considered that the applicant's demonstration of flying or instructional skills require a re-test.

12 The examiner shall be the pilot-in-command, except in circumstances agreed by the examiner when another FI(H) is designated as pilot-in-command for the flight. Responsibility for the flight shall be allocated in accordance with national regulations.

13 The skill test contents and sections set out in Appendix 2 to JAR-FCL 2.320E shall be used for the skill test. The format and application form for the skill test may be determined by the Authority (see IEM FCL 2.320E).

[Amdt.1, 01.12.00, Amdt.4, 01.08.06; Amdt.5, 01.12.06; Amdt.6, 01.02.07]

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**Appendix 2 to JAR-FCL 2.320E [and 2.345]****Contents of the flight instructor rating (FI(H)) skill test, oral theoretical knowledge examination and proficiency check**

(See JAR-FCL 2.320E [and 2.345])

(See IEM FCL 2.320E)

SECTION 1 THEORETICAL KNOWLEDGE ORAL	
a	Air law
b	Aircraft General Knowledge
c	Flight Performance and Planning
d	Human Performance and Limitations
e	Meteorology
f	Navigation
g	Operational Procedures
h	Principles of Flight
i	Training Administration

## SECTIONS 2 AND 3 SELECTED MAIN EXERCISE:

SECTION 2 PRE-FLIGHT BRIEFING	
a	Visual Presentation
b	Technical Accuracy
c	Clarity of Explanation
d	Clarity of Speech
e	Instructional Technique
f	Use of Models and Aids
g	Student Participation

SECTION 3 FLIGHT	
a	Arrangement of Demo
b	Synchronisation of Speech with Demo
c	Correction of Faults
d	Helicopter Handling
e	Instructional Technique
f	General Airmanship/Safety
g	Positioning; use of Airspace
SECTION 4 OTHER EXERCISES	
a	
b	
c	
d	
e	
f	
g	
SECTION 5 MULTI-ENGINE EXERCISES	
a	<sup>1</sup> Actions following an Engine failure shortly after take-off
b	<sup>1</sup> A single-engine approach and go around
c	<sup>1</sup> A single-engine approach and landing
d	
e	
f	
g	

<sup>1</sup>These exercises shall be demonstrated at the skill test for the single-pilot multi-engine instructor rating.

Appendix 2 to JAR-FCL 2.320E (continued)

SECTION 6 INSTRUMENT EXERCISES	
a	
b	
c	
d	
e	
f	
g	
SECTION 7 POSTFLIGHT DE-BRIEFING	
a	Visual Presentation
b	Technical Accuracy
c	Clarity of Explanation
d	Clarity of Speech
e	Instructional Technique
f	Use of Models and Aids
g	Student Participation

[Amdt.4, 01.08.06; Amdt.5, 01.12.06; Amdt.6, 01.02.07]

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**Appendix 1 to JAR-FCL 2.330C****Course for the type rating instructor (helicopter) for, as applicable, single- or multi-pilot helicopters certificated for VFR or IFR operation (TRI(H))**

(See JAR-FCL 2.330A)

(See JAR-FCL 2.330C)

(See JAR-FCL 2.330F)

(See Appendix 1 to JAR-FCL 2.240 & 2.295)

(See Appendix 3 to JAR-FCL 2.240)

(See Appendix 1 to JAR-FCL 2.261(a))

(See Appendix 1 & 2 to JAR-FCL 2.320E)

**GENERAL COURSE OBJECTIVES**

1. The aim of the TRI(H) course is to train helicopter licence holders to the level of proficiency necessary for the issue of a TRI(H) rating. The course shall be designed to give adequate training to the applicant in technical and theoretical knowledge instruction, flight instruction and synthetic flight instruction in order to instruct for any single or multi-pilot helicopter type rating for which the applicant is qualified (see JAR-FCL 2.330A).
2. The TRI(H) course shall give particular emphasis to the role of the individual in relation to the importance of human factors in the man-machine environment and the role of CRM. Special attention shall be given to the applicant's maturity and judgement including an understanding of adults, their behavioural attitudes and variable levels of learning ability.
3. During the course the applicants shall be made aware of their own attitudes to the importance of flight safety. It will be important during the course of training to aim at giving the applicant the knowledge, skills and attitudes relevant to the role of the Type Rating Instructor.

**TRI COURSE STRUCTURE**

4. The TRI course consists of 3 parts;
  - a) Part 1 Teaching and Learning Module. The detailed syllabus is set out in AMC 2.320D and shall comprise of not less than 25 hours. Pilots holding or having held one of the following ratings are credited for the TRI(H) Part 1, Teaching and Learning Module of the course:  
FI(H), IRI(H), SFI(H), STI(H)  
FI(A), CRI(A), TRI(A), SFI(A), STI(A)
  - b) Part 2 Technical Training. The technical theoretical knowledge instruction shall comprise of not less than 10 hours training to include the revision of technical knowledge, the preparation of lesson plans and the development of classroom instructional skills to enable the TRI to instruct the technical theoretical knowledge syllabus as set out in Appendix 1 to JAR FCL 2.261(a). If a TRI rating for multi-pilot helicopters is sought, particular attention shall be given to multi-crew cooperation.
  - c) Part 3 Flight Training. The amount of flight training will vary depending on the complexity of the helicopter type. At least 5 hours flight instruction for a single pilot helicopter and at least 10 hours for a multi-pilot multi-engine helicopter. A similar number of hours shall be used for the instruction and practice of pre-flight and post flight briefing for each exercise. The flight instruction shall aim to ensure that the applicant is able to teach the air exercises safely and efficiently and shall be related to the type of helicopter on which the applicant wishes to instruct. The content of the training programme shall only cover training exercises applicable to the helicopter type as set out in Appendix 1 & 2 to JAR FCL 2.240 & 2.295 or Appendix 3 to JAR-FCL 2.240.

## Appendix 1 to JAR-FCL 2.330C (continued)

- d) If a TRI rating for revalidation of instrument ratings is sought, then the applicant shall hold a valid instrument rating.

## TRI ASSESSMENT

5. The TRI assessment will be based on the relevant sections of the FI Skill Test (See Appendix 1 & 2 to FCL 2.320E) i.e. pre-flight exercise brief, flight main exercise (with additional exercises), post-flight debrief and questions on the aircraft systems. This final assessment shall be conducted by a TRI(H) notified by the authority for this purpose.

## REVALIDATION AND RENEWAL

6. For the revalidation or renewal of the TRI(H) rating, the candidate will meet the requirements of JAR-FCL 2.330F. A TRI assessment on a single engine helicopter type will revalidate the TRI rating on other single engine types for which a TRI rating is held. A TRI rating for multi engine helicopters will revalidate the TRI rating on other multi engine types for which a TRI rating is held

## ADDITIONAL TYPE COURSES

7. TRIs who wish to qualify for further types will conduct the appropriate type technical and not less than 2 hours flight training and pass, as a proficiency check, the relevant sections of the assessment in JAR-FCL 2.330D with a TRI(H).

[Amdt.4, 01.08.06]

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**Appendix 1 to JAR-FCL 2.340C****Course for the Instrument Rating Instructor (Helicopter) IRI(H)**

(See JAR-FCL 2.340F)

(See Appendix 1 to JAR-FCL 2.205)

(See Appendix 1 & 2 to JAR-FCL 2.320E)

(See AMC-FCL 2.340C)

(See AMC-FCL 2.340D)

**GENERAL COURSE OBJECTIVES**

1. The aim of the IRI(H) course is to train helicopter licence holders to the level of proficiency necessary for the issue of a IRI(H) rating.
2. The course shall be designed to
  - (a) give adequate training to the applicant in theoretical knowledge instruction, flight instruction and synthetic flight instruction in order to instruct for an instrument rating helicopters, in accordance with the syllabus at Appendix 1 to JAR-FCL 2.205;
  - (b) refresh and bring up to date the theoretical knowledge of the instructor;
  - (c) ensure that the student instructors instrument flying is of a sufficiently high standard.
3. The IRI(H) course shall give particular emphasis to the role of the individual in relation to the importance of human factors in the man-machine environment. Special attention shall be given to the applicant's maturity and judgement including an understanding of adults, their behavioural attitudes and variable levels of learning ability.
4. During the course the applicants shall be made aware of their own attitudes to the importance of flight safety. It will be important during the course of training to aim at given the applicant the knowledge, skills and attitudes relevant to the role of the Instrument Rating Instructor.

**IRI(H) COURSE STRUCTURE**

5. The IRI course consists of 3 parts;
  - a) Part 1 Teaching and Learning Module. The detailed syllabus is set out in AMC FCL 2.320D Part 1 and shall comprise of not less than 25 hours. Pilots holding or having held one of the following ratings are credited for the TRI(H) Part 1, Teaching and Learning Module of the course:  
FI(H), TRI(H), SFI(H), STI(H)  
FI(A), CRI(A), TRI(A), SFI(A), IRI(A), STI(A)
  - b) Part 2 Instrument Theoretical Knowledge Training. The instrument theoretical knowledge instruction shall comprise not less than 10 hours training to include the revision of instrument theoretical knowledge, the preparation of lesson plans and the development of classroom instructional skills to enable the IRI(H) to instruct the instrument theoretical knowledge syllabus as set out in AMC FCL 2.340C.
  - c) Part 3 Flight Training. An approved IRI(H) course shall comprise of at least 10 hours of flight instruction in a helicopter, flight simulator, FTD 2/3 or FNPT II. A similar number of hours shall be used for the instruction and practice of pre-flight and post-flight briefing for each exercise. The flight instruction shall aim to ensure that the applicant is able to teach the air exercises safely and efficiently. The content of the training program is contained in AMC FCL 2.340C.

## Appendix 1 to JAR-FCL 2.340C (continued)

**IRI SKILL TEST**

6. The IRI(H) Skill Test will be based on the relevant sections of the FI Skill Test (see Appendix 1 & 2 to JAR FCL 2.320E) i.e. pre-flight exercise brief, flight main exercise (with additional exercises), post-flight debrief and questions on IFR procedures. The Skill Test shall be conducted by an FIE(H).

**REVALIDATION AND RENEWAL**

7. For the revalidation or renewal of the IRI(H) rating, the candidate will meet the requirements of JAR-FCL 2.340F. An IRI(H) check on one helicopter type will revalidate the IRI(H) rating on other helicopter types for which an IRI(H) rating is held.

[Amdt.4, 01.08.06]

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## SUBPART I – EXAMINERS (Helicopter)

JAR-FCL 2.425(c) (continued)

## JAR-FCL 2.420 Examiners – Purposes

[ ]

[(a) Five categories of examiner are recognised:

- (1) Flight Examiner (FE(H))
- (2) Type Rating Examiner (TRE(H))
- (3) Instrument Rating Examiner (IRE(H))
- (4) Flight Instructor Examiner (FIE(H))
- (5) Synthetic Flight Examiner (SFE(H))

(b) Multiple Categories. Provided that they meet the qualification and experience requirements set out in this subpart for each category undertaken, examiners are not confined to a single category of FE(H), TRE(H), IRE(H), FIE(H).]

[Amdt. 4, 01.08.06]

## JAR-FCL 2.425 Examiners – General

[(See JAR-FCL 2.030(a))]

(See Appendix 1 to JAR-FCL 2.425)

(See AMC FCL 2.425)

(See IEM FCL 2.425)

[ ]

[(a) *Pre-requisites*. An examiner shall not carry out the tests or checks required for the issue, revalidation or renewal of any pilot licence or rating unless that person;

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

(2) is qualified to act as pilot-in-command of the aircraft during a skill test or proficiency check, unless specified otherwise, and shall meet the applicable requirements set out in JAR-FCL 2.435 through 2.460.

(b) Where no qualified examiner is available and, at the discretion of the Authority, examiners/inspectors may be authorised without meeting the relevant instructor/type rating requirements as mentioned above.

(c) *Entries in the licence*: In licences where revalidation entries may be made by the examiner, the Examiner will:

(1) complete the following details: ratings, date of check, valid until, authorisation number and signature;

(2) submit the original of the proficiency check form to the issuing Authority and hold one copy of the proficiency check form on personal file;

(3) In case of revalidation of helicopter type ratings in accordance with JAR-FCL 2.245(b)(2), (b)(3) and (b)(4), enter revalidation dates for all type ratings covered.

(d) *Validity period*: An examiner's authorisation will be valid for not more than three years in addition to the remainder of the month of issue. Examiners may be re-authorised at the discretion of the Authority, and in accordance with Appendix 1 to JAR-FCL 2.425.

(e) *Compliance with JARs*: Examiners will be authorised in accordance with JAR-FCL 2.030(a). The examiner shall comply with the appropriate examiners' standardisation arrangements made or approved by the Authority (see Appendix 1 to JAR-FCL 2.425, AMC FCL 2.425 and IEM FCL 2.425);

(f) *Examiner Authorisation Acceptance Test*: After completion of the standardisation arrangements in JAR-FCL 2.425(e), the applicant for any examiner authorisation shall have conducted at least one skill test or proficiency check in the role of examiner for which authorisation is being sought, including briefing, conduct of the skill test or proficiency check, assessment of the applicant to whom the skill test or proficiency check is being given, debriefing and recording/documentation. This "Examiner Authorisation Acceptance Test" shall be supervised by an inspector of the Authority or by a senior examiner specifically authorised by the Authority for this purpose.

(g) *Re-authorisation*:

(1) all examiner authorisations will be valid for a period of not more than 3 years in addition to the remainder of the month of issue. If issued within the final 12 calendar months of validity of a previous examiner check, the period of validity shall extend from the date of issue until 3 years from the expiry date of that previous examiner check. An examiner who is re-authorised at the same time as his instructor rating is revalidated may have the instructor rating validity period aligned with the examiner authorisation.



JAR-FCL 2.425(g)(1) (continued)

Within the last 12 months of validity, the examiner shall conduct one skill test or proficiency check, including briefing, conduct of the test or check, assessment of the applicant, debriefing and recording of documentation while being observed by an inspector of the Authority or senior examiner specifically authorised by the Authority for this purpose.

(2) if the examiner authorisation has expired, then that examiner shall undertake training as specified by the Authority prior to conducting another Examiner Authorisation Acceptance Test under supervision.]

[Amdt. 2, 01.11.02; Amdt. 4, 01.08.06]

#### **JAR-FCL 2.430 Examiners – Period of validity**

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[Amdt. 2, 01.11.02; Amdt. 4, 01.08.06]

#### **JAR-FCL 2.435 [ ]FE(H) – Privileges**

The privileges of a FE(H) are to conduct:

(a) skill tests for the issue of the PPL(H) and skill tests and proficiency checks for the helicopter single-pilot single-engine helicopter type rating provided that the examiner has completed not less than 1000 hours flight time as a pilot of helicopters, including not less than 250 hours flight instruction and for single-pilot multi-engine helicopter type ratings provided that the examiner has met the requirements of JAR-FCL 2.439(b);

(b) skill tests for the issue of CPL(H) and skill tests and proficiency checks for the single-pilot single-engine helicopter type ratings provided the examiner has completed not less than 2000 hours flight time as a pilot of helicopters, including not less than 250 hours flight instruction and for single-pilot multi-engine helicopter type ratings provided that the examiner has met the requirements of JAR-FCL 2.439(b).]

[Amdt. 1, 01.12.00; Amdt. 4, 01.08.06]

#### **[JAR-FCL 2.439 TRE(H) – Pre-requisites**

Before being permitted to become a TRE(H), an applicant must meet the following requirements:

##### **(a) Multi-pilot helicopters:**

(1) have not less than 1500 hours as pilot on multi-pilot helicopters of which at least 500 hours shall be as pilot in command; and

(2) hold a TRI(H) rating on the applicable type; and

(3) before the privileges are extended from single-pilot multi-engine helicopter to multi-pilot multi-engine privileges on the same type, the holder shall meet the requirements of JAR-FCL 2.250 and have at least 100 hours in multi-pilot helicopters on this type. An applicant for the first multi-pilot multi-engine TRE authority shall meet the experience requirements of JAR-FCL 2.439(a)(1) except that the 1500 hours multi-pilot helicopter may be considered to have been met if they have the 500 hours pilot-in-command on the multi-pilot helicopter of the same type.

##### **(b) Single-pilot Multi-engine helicopters:**

(1) have completed not less than 1000 hours as pilot of helicopters of which at least 500 hours shall be as pilot-in-command; and

(2) hold a professional helicopter pilot licence, and when applicable, a valid IR(H); and

(3) hold a valid TRI(H) rating for the applicable helicopter.

##### **(c) Single-pilot Single-engine helicopters:**

(1) has completed not less than 750 hours as a pilot of helicopters of which at least 500 hours shall be as pilot-in-command; and

(2) hold a professional helicopter pilot licence; and

(3) hold either a valid FI(H) or TRI(H) rating for the applicable helicopter.]

[Amdt. 4, 01.08.06]

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**JAR-FCL 2.440 [ ]TRE(H) – Privileges**

The privileges of a TRE(H) are to conduct :

- (a) For multi-pilot helicopters
  - (1) skill tests for the issue of type rating;
  - (2) proficiency checks for revalidation or renewal of multi-pilot type ratings;
  - (3) proficiency checks for the revalidation or renewal of instrument ratings (H) provided the TRE(H) holds a valid IR(H) and complies with JAR-FCL 2.425(e);
  - (4) skill tests for ATPL(H) issue.
- (b) For single-pilot helicopters
  - (1) skill tests for the issue of type ratings;
  - (2) proficiency checks for revalidation or renewal of single-pilot helicopter type ratings; and
  - (3) proficiency checks for the revalidation or renewal of instrument ratings (H) provided the TRE(H) holds a valid IR(H) and complies with JAR-FCL 2.425(e).]

[Amdt. 4, 01.08.06]

**JAR-FCL 2.442 TRE(H) – Authorisation**

All applicants for the initial issue or re-authorisation of the TRE(H) authorisation shall comply with the requirements of JAR-FCL 2.425.]

[Amdt. 4, 01.08.06]

**JAR-FCL 2.445 [ ]IRE(H) – Pre-requisites**

Before being permitted to become an IRE(H), an applicant must hold an IRI(H) and shall have completed the standardisation arrangements in JAR-FCL 2.425(e) and also the following:

- (a) Not less than 2000 hours flight time as pilot of helicopters; and
- (b) Not less than 300 hours of instrument flight time in helicopters, of which 200 hours shall be as an instructor.]

[Amdt. 4, 01.08.06]

**JAR-FCL 2.450 [ ]IRE(H) – Privileges**

The privileges of an IRE(H) are to conduct skill tests for the initial issue and proficiency checks

JAR-FCL 2.450 (continued)

for the revalidation or renewal of instrument ratings (H).]

[Amdt. 4, 01.08.06]

**JAR-FCL 2.452 IRE(H) – Authorisation**

All applicants for the initial issue or re-authorisation of the IRE(H) authorisation shall comply with the requirements of JAR-FCL 2.425]

[Amdt. 4, 01.08.06]

**JAR-FCL 2.445 SFE(H) – Pre-requisites**

Before being permitted to become an SFE(H), an applicant must have completed the standardisation course in JAR-FCL 2.425(e), and:

- (a) Hold an ATPL(H) which includes an IR(H) on the applicable type;
- (b) Has not less than 1000 hours of flight time as a pilot of multi-pilot helicopters; and
- (c) Be entitled to exercise the privileges of an SFI(H) (see JAR-FCL 2.350A).]

[Amdt. 4, 01.08.06]

**JAR-FCL 2.455 [ ]SFE(H) – Privileges**

The privileges of an SFE(H) are to conduct in a flight simulator:

- (a) Skill tests for the issue of type ratings, provided the SFE holds a valid type rating on the applicable helicopter type; and
- (b) Proficiency checks for the revalidation and renewal of type and instrument ratings.]

[Amdt. 4, 01.08.06]

**JAR-FCL 2.457 SFE(H) – Authorisation**

All applicants for the initial issue or re-authorisation of the SFE(H) authorisation shall comply with the requirements of JAR-FCL 2.425.]

[Amdt. 4, 01.08.06]

**JAR-FCL 2.459 FIE(H) – Pre-requisites**

Before being permitted to become an FIE(H), an applicant must::

- (a) Hold a valid FI(H), TRI(H) or IRI(H) (as applicable); and

JAR-FCL 2.459 (continued)

(b) Hold a FE(H), TRE(H) or IRE(H) authority (as applicable); and

(c) Have completed not less than 2000 hours as pilot of helicopters; and

(d) Have not less than 100 hours flight time instructing applicants for a FI(H), or TRI(H), or IRI(H) ratings; and

(e) Have completed the standardisation course in accordance with JAR-FCL 2.425(e).]

[Amdt. 4, 01.08.06]

#### **JAR-FCL 2.460 [ ]FIE(H) – Privileges**

The privileges of an FIE(H) are to conduct skill tests and proficiency checks for the issue and revalidation or renewal of FI(H), TRI(H), or IRI(H) ratings on single-pilot helicopters.]

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[Amdt. 4, 01.08.06]

#### **[JAR-FCL 2.461 FIE(H) – Authorisation**

All applicants for the initial issue or re-authorisation of the FIE(H) authorisation shall comply with the requirements of JAR-FCL 2.425.]

[Amdt. 4, 01.08.06]

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**Appendix 1 to JAR-FCL 2.425****Standardisation arrangements for examiners**

(See JAR-FCL 2.425 and 2.430)

(See AMC FCL 2.425)

**GENERAL**

- 1 Each JAA Member State will publish and submit to JAA a list of authorised examiners specifying each role and any additional matters for which they have been authorised.
- 2 Examiners shall consistently apply JAR-FCL standards during a test/check. However, as the circumstances of each test/check conducted by an examiner may [ ]**[vary]**, it is also important that an examiner's test/check assessment takes into account any adverse condition(s) encountered during the test/check.

**EXAMINERS DESIGNATION AND AUTHORISATION**

- 3 An examiner will be designated and authorised in accordance with JAR-FCL and will be:
  - (a) a flight inspector from an Authority; or
  - (b) an instructor from a Registered Facility, FTO, TRTO; manufacturer's facility or subcontracted facility; or
  - (c) a pilot holding a specific authorisation from a JAA Member State.
- 4 All Examiners must be suitably trained, qualified and experienced for their role on the relevant type of helicopter. No specific rules on qualification can be made because the particular circumstance of each organisation will differ. It is important, however, that in every instance, the Examiner should, by background and experience, have the professional respect of the aviation community.

**EXAMINER RE-AUTHORISATION**

- 5 Examiners may be re-authorised in accordance with JAR-FCL [ ]**[2.425]**. To be re-authorised, the examiner shall have conducted at least two skill tests or proficiency checks in every yearly period within the three year authorisation period. One of the skill tests or proficiency checks given by the examiner within the [ ]**[last 12 months of the]** validity period of the authorisation shall have been observed by an inspector of the Authority or by a senior examiner specifically authorised for this purpose.

[Amdt. 2, 01.11.02; Amdt. 4, 01.08.06]

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**SUBPART J – THEORETICAL KNOWLEDGE REQUIREMENTS AND PROCEDURES FOR THE  
CONDUCT OF THEORETICAL KNOWLEDGE EXAMINATIONS FOR PROFESSIONAL PILOT  
LICENCES AND INSTRUMENT RATINGS**

**JAR-FCL 2.465 Requirements**

An applicant for a professional pilot licence or an instrument rating shall demonstrate a level of knowledge appropriate to the privileges of the licence or rating for which application is made by passing theoretical knowledge examinations in accordance with the procedures set out in JAR-FCL 2.470 through 2.495.

**JAR-FCL 2.470 Contents of theoretical knowledge examinations**  
(See Appendix 1 to JAR-FCL 2.470)

(a) An applicant for the ATPL(H) shall demonstrate a level of knowledge appropriate to the privileges granted in the following [13] subjects: Air Law; Aircraft General Knowledge [- Airframe/Systems/Powerplant; Aircraft General Knowledge – Instrumentation]; [ ] [Mass and Balance; Performance; Flight Planning and Monitoring;] Human Performance [ ]; Meteorology; [General] Navigation; [Radio Navigation;] Operational Procedures; Principles of flight; [VFR] Communications. The breakdown of subjects into examination papers and times allowed will be agreed within JAA Member States [and stated in the associated procedures].

(b) An applicant for the CPL(H) shall demonstrate a level of knowledge appropriate to the privileges granted in the following [9] subjects: Air Law; Aircraft General Knowledge; Flight Performance and Planning; Human Performance [ ]; Meteorology; Navigation; Operational Procedures; Principles of flight; [VFR] Communications. The breakdown of subjects into examination papers and times allowed will be agreed within JAA Member States [and stated in the associated procedures].

(c) An applicant for an IR(H) shall demonstrate a level of knowledge appropriate to the privileges granted in the following [7] subjects: Air Law [ ]; Aircraft General Knowledge; Flight Performance and Planning; Human Performance [ ]; Meteorology; Navigation; [IFR] Communications. The breakdown of subjects into examination papers and times allowed will be agreed within JAA Member States [and stated in the associated procedures].

[(d) An applicant for the ATPL(H) shall demonstrate a level of knowledge appropriate to the privileges granted in the following 14

subjects: Air law; Aircraft general Knowledge – Airframe/Systems/Powerplant; Aircraft General Knowledge – Instrumentation; Mass and Balance; Performance; Flight Planning and Monitoring; Human Performance; Meteorology; General Navigation; Radio Navigations; Operational Procedures; Principles of flight; VFR Communications; IFR Communications. The breakdown of subjects into examination papers and times allowed will be agreed within JAA Member States and stated in the Joint Implementation Procedures.]

[Amdt. 2, 01.11.02; Amdt. 4, 01.08.06]

**JAR-FCL 2.475 Questions**

(See IEM FCL 2.475 (a) and (b))

(See Appendix 1 to JAR-FCL 2.470)

(a) *The Central Question Bank.* Questions appropriate to the syllabuses (see Appendix 1 to JAR-FCL 2.470) will be held in a JAA Central Question Bank (CQB). Questions entered in the CQB will be composed in English, according to a method described in IEM FCL 2.475(a), using abbreviations (see IEM FCL 2.475(b)), and compiled in a computer compatible format. The questions will be in multiple choice format. An Authority may exercise discretion in the presentation of questions in an examination according to JAR-FCL 2.480.

(b) *Publication.* Samples of questions and multiple choice answers will be published from time to time by JAA.

[Amdt. 1, 01.06.00; Amdt. 2, 01.11.02]

**JAR-FCL 2.480 Examination procedure**

(See Appendix 1 to JAR-FCL 2.470)

(a) *Frequency.* A JAA Member State will provide the opportunity for an applicant to complete the required examinations in accordance with the procedures set out in this Subpart. A complete examination for a licence or instrument rating will comprise an examination in each of the subjects detailed in Appendix 1 to JAR-FCL 2.470(a), (b) and (c).

(b) *Language.* The examinations will be provided in the language(s) considered appropriate by the Authority. The Authority will

## JAR-FCL 2.480 (b) (continued)

inform applicants of the language(s) in which that Authority's examinations will be conducted.

(c) *Content.* Questions for an examination will be selected by the Authority from the CQB according to a common method which allows coverage of the entire syllabi in each subject. The content of the questions will not be changed other than, where necessary, to facilitate translation into the national language(s). The style of answer to questions requiring numerical computation or graphical interpretation may be varied to other forms considered appropriate by the Authority. The examination in Communications may be provided separately from those in other subjects, as decided by the Authority. An applicant who has previously passed either or both of the examinations in VFR and IFR Communications will not be re-examined in the relevant sections.

(d) *Oral Examinations.* Oral examinations will not be conducted in lieu of written or computer based examinations.

(e) *Facilities.* The Authority will determine how to provide suitable charts, maps, data sheets and equipment, as required, to answer the questions.

(f) *Security.* The identity of the applicant will be established before an examination is taken.

(g) *Confidentiality.* The contents of the examination papers will retain a confidential status.

[Amdt. 1, 01.12.00; Amdt. 2, 01.11.02; Amdt. 3, 01.09.03]

### JAR-FCL 2.485 Responsibilities of the applicant

(a) An applicant shall take the entire set of examinations in one JAA Member State.

(b) An applicant shall be recommended for an examination by the approved FTO responsible for applicant's training when the applicant has completed the appropriate elements of the course of theoretical knowledge instruction to a satisfactorily standard. An applicant who has failed to complete the examination within the limits imposed by JAR-FCL 1.490 will in addition be required to produce evidence from an approved Training Organisation of further training.

(c) If the Authority considers that the applicant is not complying with examination procedures during the examination, this misconduct will be considered with a view to

## JAR-FCL 2.485 (c) (continued)

failing the applicant, either in the examination of a single subject or in the examination as a whole.

[Amdt. 1, 01.12.00; Amdt. 3, 01.09.03]

### JAR-FCL 2.490 Pass standards

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

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

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

[Amdt. 1, 01.12.00; Amdt. 2, 01.11.02; Amdt. 3, 01.09.03]

### JAR-FCL 2.495 Acceptance period

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

[(b) A pass in the ATPL(H) theoretical knowledge examinations given in accordance with JAR-FCL 2.490 will be accepted for the grant of the CPL(H) during the 36 months from the date of gaining a Pass in all the required examination papers and will remain valid indefinitely towards the grant of the ATPL(H) provided that the applicant has a valid type rating entered in the CPL(H).]

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

[ ]

[Amdt. 1, 01.12.00; Amdt. 3, 01.09.03; Amdt. 4, 01.08.06]

**Appendix 1 to JAR-FCL 2.470****Theoretical [K][ ]knowledge [Syllabus][ ] – [ATPL/IR,] ATPL, [CPL and IR]**

(See JAR-FCL 2.470)

**[ ]**

[1. An applicant shall have received the relevant theoretical knowledge instruction on an approved course at an approved flying training organisation (FTO) according to the syllabus subjects and headline topics below (refer to the Theoretical Knowledge Learning Objectives):

		<i>Aeroplane</i>		<i>Helicopter</i>			<i>IR</i>
		ATPL	CPL	ATPL/ IR	ATPL	CPL	
<b>010 00 00 00</b>	<b>AIR LAW AND ATC PROCEDURES</b>	X	X	X	X	X	X
010 01 00 00	INTERNATIONAL LAW: CONVENTIONS, AGREEMENTS AND ORGANISATIONS						
010 02 00 00	AIRWORTHINESS OF AIRCRAFT						
010 03 00 00	AIRCRAFT NATIONALITY AND REGISTRATION MARKS						
010 04 00 00	PERSONNEL LICENSING						
010 05 00 00	RULES OF THE AIR						
010 06 00 00	PROCEDURES FOR AIR NAVIGATION SERVICES – AIRCRAFT OPERATIONS						
010 07 00 00	AIR TRAFFIC SERVICES AND AIR TRAFFIC MANAGEMENT						
010 08 00 00	AERONAUTICAL INFORMATION SERVICE						
010 09 00 00	AERODROMES/HELIPORTS						
010 10 00 00	FACILITATION						
010 11 00 00	SEARCH AND RESCUE						
010 12 00 00	SECURITY						
010 13 00 00	AIRCRAFT ACCIDENT AND INCIDENT INVESTIGATION						



## Appendix 1 to JAR-FCL 2.470 (continue)

		<i>Aeroplane</i>		<i>Helicopter</i>			<i>IR</i>
		ATPL	CPL	ATPL/ IR	ATPL	CPL	
021 00 00 00	<b>AIRCRAFT GENERAL KNOWLEDGE – AIRFRAME AND SYSTEMS, ELECTRICS, POWERPLANT, EMERGENCY EQUIPMENT</b>	X	X	X	X	X	X
021 01 00 00	SYSTEM DESIGN, LOADS, STRESSES, MAINTENANCE						
021 02 00 00	AIRFRAME						
021 03 00 00	HYDRAULICS						
021 04 00 00	LANDING GEAR, WHEELS, TYRES, BRAKES						
021 05 00 00	FLIGHT CONTROLS						
021 06 00 00	PNEUMATICS – PRESSURISATION AND AIR CONDITIONING						
021 07 00 00	ANTI AND DE-ICING SYSTEMS						
021 08 00 00	FUEL SYSTEM						
021 09 00 00	ELECTRICS						
021 10 00 00	PISTON ENGINES						
021 11 00 00	TURBINE ENGINES						
021 12 00 00	PROTECTION AND DETECTION SYSTEMS						
021 13 00 00	OXYGEN SYSTEMS						
021 14 00 00	HELICOPTER: MISCELLANEOUS SYSTEMS						
021 15 00 00	HELICOPTER: ROTOR HEADS						
021 16 00 00	HELICOPTER: TRANSMISSION						
021 17 00 00	HELICOPTER: BLADES						

## Appendix 1 to JAR-FCL 2.470 (continue)

		Aeroplane		Helicopter			IR
		ATPL	CPL	ATPL/ IR	ATPL	CPL	
<b>022 00 00 00</b>	<b>AIRCRAFT GENERAL KNOWLEDGE – INSTRUMENTATION</b>	X	X	X	X	X	X
022 01 00 00	SENSORS AND INSTRUMENTS						
022 02 00 00	MEASUREMENT OF AIR DATA PARAMETERS						
022 03 00 00	MAGNETISM – DIRECT READING COMPASS AND FLUX VALVE						
022 04 00 00	GYROSCOPIC INSTRUMENTS						
022 05 00 00	INERTIAL NAVIGATION AND REFERENCE SYSTEMS						
022 06 00 00	AEROPLANE: AUTOMATIC FLIGHT CONTROL SYSTEMS						
022 07 00 00	HELICOPTER: AUTOMATIC FLIGHT CONTROL SYSTEMS						
022 08 00 00	TRIMS – YAW DAMPER – FLIGHT ENVELOPE PROTECTION						
022 09 00 00	AUTOTHROTTLE – AUTOMATIC THRUST CONTROL SYSTEM						
022 10 00 00	COMMUNICATION SYSTEMS						
022 11 00 00	FLIGHT MANAGEMENT SYSTEM (F.M.S.)						
022 12 00 00	ALERTING SYSTEMS, PROXIMITY SYSTEMS						
022 13 00 00	INTEGRATED INSTRUMENTS – ELECTRONIC DISPLAYS						
022 14 00 00	MAINTENANCE, MONITORING AND RECORDING SYSTEMS						
022 15 00 00	DIGITAL CIRCUITS AND COMPUTERS						

		Aeroplane		Helicopter			IR
		ATPL	CPL	ATPL/ IR	ATPL	CPL	
<b>030 00 00 00</b>	<b>FLIGHT PERFORMANCE AND PLANNING</b>	X	X	X	X	X	
<b>031 00 00 00</b>	<b>MASS AND BALANCE – AEROPLANES/HELICOPTERS</b>	X	X	X	X	X	
031 01 00 00	PURPOSE OF MASS AND BALANCE CONSIDERATIONS						
031 02 00 00	LOADING						
031 03 00 00	FUNDAMENTALS OF CG CALCULATIONS						
031 04 00 00	MASS AND BALANCE DETAILS OF AIRCRAFT						
031 05 00 00	DETERMINATION OF CG POSITION						
031 06 00 00	CARGO HANDLING						

## Appendix 1 to JAR-FCL 2.470 (continue)

		<i>Aeroplane</i>		<i>Helicopter</i>			<i>IR</i>
		ATPL	CPL	ATPL/ IR	ATPL	CPL	
<b>033 00 00 00</b>	<b>FLIGHT PLANNING AND FLIGHT MONITORING</b>	X	X	X	X	X	X
033 01 00 00	FLIGHT PLANNING FOR VFR FLIGHTS						
033 02 00 00	FLIGHT PLANNING FOR IFR FLIGHTS						
033 03 00 00	FUEL PLANNING						
033 04 00 00	PRE-FLIGHT PREPARATION						
033 05 00 00	ATS FLIGHT PLAN						
033 06 00 00	FLIGHT MONITORING AND IN-FLIGHT RE-PLANNING						

		<i>Aeroplane</i>		<i>Helicopter</i>			<i>IR</i>
		ATPL	CPL	ATPL/ IR	ATPL	CPL	
<b>034 00 00 00</b>	<b>PERFORMANCE – HELICOPTERS</b>			X	X	X	
034 01 00 00	GENERAL						
034 02 00 00	PERFORMANCE CLASS 3 SINGLE ENGINE HELICOPTERS ONLY						
034 03 00 00	PERFORMANCE CLASS 2						
034 04 00 00	PERFORMANCE CLASS 1 HELICOPTERS CERTIFICATED UNDER CS 29 ONLY						

		<i>Aeroplane</i>		<i>Helicopter</i>			<i>IR</i>
		ATPL	CPL	ATPL/ IR	ATPL	CPL	
<b>040 00 00 00</b>	<b>HUMAN PERFORMANCE</b>	X	X	X	X	X	X
040 01 00 00	HUMAN FACTORS: BASIC CONCEPTS						
040 02 00 00	BASIC AVIATION PHYSIOLOGY AND HEALTH MAINTENANCE						
040 03 00 00	BASIC AVIATION PSYCHOLOGY						

## Appendix 1 to JAR-FCL 2.470 (continue)

		<i>Aeroplane</i>		<i>Helicopter</i>			<i>IR</i>
		ATPL	CPL	ATPL/ IR	ATPL	CPL	
<b>050 00 00 00</b>	<b>METEOROLOGY</b>	X	X	X	X	X	X
050 01 00 00	THE ATMOSPHERE						
050 02 00 00	WIND						
050 03 00 00	THERMODYNAMICS						
050 04 00 00	CLOUDS AND FOG						
050 05 00 00	PRECIPITATION						
050 06 00 00	AIR MASSES AND FRONTS						
050 07 00 00	PRESSURE SYSTEMS						
050 08 00 00	CLIMATOLOGY						
050 09 00 00	FLIGHT HAZARDS						
050 10 00 00	METEOROLOGICAL INFORMATION						

		<i>Aeroplane</i>		<i>Helicopter</i>			<i>IR</i>
		ATPL	CPL	ATPL/ IR	ATPL	CPL	
<b>060 00 00 00</b>	<b>NAVIGATION</b>	X	X	X	X	X	X
<b>061 00 00 00</b>	<b>GENERAL NAVIGATION</b>	X	X	X	X	X	X
061 01 00 00	BASICS OF NAVIGATION						
061 02 00 00	MAGNETISM AND COMPASSES						
061 03 00 00	CHARTS						
061 04 00 00	DEAD RECKONING NAVIGATION (DR)						
061 05 00 00	IN-FLIGHT NAVIGATION						

		<i>Aeroplane</i>		<i>Helicopter</i>			<i>IR</i>
		ATPL	CPL	ATPL/ IR	ATPL	CPL	
<b>062 00 00 00</b>	<b>RADIO NAVIGATION</b>	X	X	X	X	X	X
062 01 00 00	BASIC RADIO PROPAGATION THEORY						
062 02 00 00	RADIO AIDS						
062 03 00 00	RADAR						
062 04 00 00	<i>Intentionally left blank</i>						
062 05 00 00	AREA NAVIGATION SYSTEMS, RNAV/FMS						
062 06 00 00	GLOBAL NAVIGATION SATELLITE SYSTEMS						

## Appendix 1 to JAR-FCL 2.470 (continue)

		<i>Aeroplane</i>		<i>Helicopter</i>			<i>IR</i>
		ATPL	CPL	ATPL/ IR	ATPL	CPL	
<b>070 00 00 00</b>	<b>OPERATIONAL PROCEDURES</b>	X	X	X	X	X	
071 01 00 00	GENERAL REQUIREMENTS						
071 02 00 00	SPECIAL OPERATIONAL PROCEDURES AND HAZARDS (GENERAL ASPECTS)						
071 03 00 00	HELICOPTER EMERGENCY PROCEDURES						

		<i>Aeroplane</i>		<i>Helicopter</i>			<i>IR</i>
		ATPL	CPL	ATPL/ IR	ATPL	CPL	
<b>082 00 00 00</b>	<b>PRINCIPLES OF FLIGHT – HELICOPTER</b>			X	X	X	
082 01 00 00	SUBSONIC AERODYNAMICS						
082 02 00 00	TRANSONIC AERODYNAMICS and COMPRESSIBILITY EFFECTS						
082 03 00 00	ROTORCRAFT TYPES						
082 04 00 00	MAIN ROTOR AERODYNAMICS						
082 05 00 00	MAIN ROTOR MECHANICS						
082 06 00 00	TAIL ROTORS						
082 07 00 00	EQUILIBRIUM, STABILITY AND CONTROL						
082 08 00 00	HELICOPTER FLIGHT MECHANICS						

Appendix 1 to JAR-FCL 2.470 (continue)

		<i>Aeroplane</i>		<i>Helicopter</i>			<i>IR</i>
		ATPL	CPL	ATPL/ IR	ATPL	CPL	
<b>090 00 00 00</b>	<b>COMMUNICATIONS</b>	X	X	X	X	X	X
<b>091 00 00 00</b>	<b>VFR COMMUNICATIONS</b>						
091 01 00 00	DEFINITIONS						
091 02 00 00	GENERAL OPERATING PROCEDURES						
091 03 00 00	RELEVANT WEATHER INFORMATION TERMS (VFR)						
091 04 00 00	ACTION REQUIRED TO BE TAKEN IN CASE OF COMMUNICATION FAILURE						
091 05 00 00	DISTRESS AND URGENCY PROCEDURES						
091 06 00 00	GENERAL PRINCIPLES OF VHF PROPAGATION AND ALLOCATION OF FREQUENCIES						
<b>092 00 00 00</b>	<b>IFR COMMUNICATIONS</b>						
092 01 00 00	DEFINITIONS						
092 02 00 00	GENERAL OPERATING PROCEDURES						
092 03 00 00	ACTION REQUIRED TO BE TAKEN IN CASE OF COMMUNICATION FAILURE						
092 04 00 00	DISTRESS AND URGENCY PROCEDURES						
092 05 00 00	RELEVANT WEATHER INFORMATION TERMS (IFR)						
092 06 00 00	GENERAL PRINCIPLES OF VHF PROPAGATION AND ALLOCATION OF FREQUENCIES						
092 07 00 00	MORSE CODE						

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[Amdt. 4, 01.08.06]

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## SECTION 2 – ACCEPTABLE MEANS OF COMPLIANCE (AMC)/ INTERPRETATIVE AND EXPLANATORY MATERIAL (IEM)

### 1 *GENERAL*

1.1 This Section contains Acceptable Means of Compliance and Interpretative/Explanatory Material that has been agreed for inclusion in JAR–FCL 2.

1.2 Where a particular JAR paragraph does not have an Acceptable Means of Compliance or any Interpretative/Explanatory Material, it is considered that no supplementary material is required.

### 2 *PRESENTATION*

2.1 The Acceptable Means of Compliance and Interpretative/Explanatory Material are presented in full page width on loose pages, each page being identified by the date of issue or the Change number under which it is amended or re-issued.

2.2 A numbering system has been used in which the Acceptable Means of Compliance or Interpretative/Explanatory Material uses the same number as the JAR paragraph to which it refers. The number is introduced by the letters AMC or IEM to distinguish the material from the JAR itself.

2.3 The acronyms AMC and IEM also indicate the nature of the material and for this purpose the two types of material are defined as follows:

Acceptable Means of Compliance (AMC) illustrate a means, or several alternative means, but not necessarily the only possible means by which a requirement can be met. It should however be noted that where a new AMC is developed, any such AMC (which may be additional to an existing AMC) will be amended into the document following consultation under the NPA procedure.

Interpretative/Explanatory Material (IEM) helps to illustrate the meaning of a requirement.

2.4 New AMC or IEM material may, in the first place, be made available rapidly by being published as a Temporary Guidance Leaflet (TGL). Licensing TGLs can be found in the Joint Aviation Authorities Administrative & Guidance Material, Section 5 – Licensing, Part Three: Temporary Guidance. The procedures associated with Temporary Guidance Leaflets are included in the Licensing Joint Implementation Procedures, Section 5 – Licensing, Part 2 Chapter 7.

Note: Any person who considers that there may be alternative AMCs or IEMs to those published should submit details to the Licensing Director, with a copy to the Regulation Director, for alternatives to be properly considered by the JAA. Possible alternative AMCs or IEMs may not be used until published by the JAA as AMCs, IEMs or TGLs.

2.5 Explanatory Notes not forming part of the AMC or IEM text appear in a smaller typeface.

2.6 New, amended or corrected text is enclosed within heavy brackets.



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**AMC/IEM A – GENERAL REQUIREMENTS****IEM FCL 2.001****Abbreviations**

A	Aeroplane
A/C	Aircraft
AIS	Aeronautical Information Services
AMC	Acceptable Means of Compliance
AMC	Aeromedical Centre
AME	Authorised Medical Examiner
AMS	Aeromedical Section
ATC	Air Traffic Control
ATP	Airline Transport Pilot
ATPL	Airline Transport Pilot Licence
CFI	Chief Flying Instructor
CGI	Chief Ground Instructor
CP	Co-pilot
CPL	Commercial Pilot Licence
CQB	Central Question Bank
FCL	Flight Crew Licensing
FE	Flight Examiner
FI	Flight Instructor
FIE	Flight Instructor Examiner
FNPT	Flight and Navigation Procedures Trainer
FS	Flight Simulator
FTD	Flight Training Device
FTO	Flying Training Organisation
H	Helicopter
HPA	High Performance Aeroplane
HT	Head of Training
ICAO	International Civil Aviation Organisation
IEM	Interpretative and Explanatory Material
IFR	Instrument Flight Rules
IMC	Instrument Meteorological Conditions
IR	Instrument Rating
IRE	Instrument Rating Examiner
IRI	Instrument Rating Instructor
JAA	Joint Aviation Authorities
JAR	Joint Aviation Requirements
LOFT	Line Orientated Flight Training

IEM FCL 2.001 (continued)

MCC	Multi Crew Co-operation
ME	Multi-engine
MEL	Minimum Equipment List
MET	Multi-engine Turbo-prop
MPA	Multi-pilot Aeroplane
MPH	Multi-pilot Helicopter
nm	Nautical Miles
OML	Operational Multicrew Limitation
OSL	Operational Safety Pilot Limitation
OTD	Other Training Devices
PF	Pilot Flying
PIC	Pilot-In-Command
PICUS	Pilot-In-Command Under Supervision
PNF	Pilot Not Flying
PPL	Private Pilot Licence
R/T	Radiotelephony
SE	Single-engine
SET	Single-engine Turbo-prop
SFE	Synthetic Flight Examiner
SFI	Synthetic Flight Instructor
SPA	Single-pilot Aeroplane
SPH	Single-pilot Helicopter
SPIC	Student Pilot-In-Command
STD	Synthetic Training Devices
TMG	Touring Motor Glider
TR	Type Rating
TRE	Type Rating Examiner
TRI	Type Rating Instructor
TRTO	Type Rating Training Organisation
VFR	Visual Flight Rules
VMC	Visual Meteorological Conditions

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**AMC FCL 2.005 & 2.015**

**Knowledge requirements for the issue of a JAR-FCL licence on the basis of a national licence issued in a JAA Member State or for the validation of pilot licences of non-JAA States**

**JAR-FCL 2 (HELICOPTER)****JAR-FCL SUBPART A – GENERAL REQUIREMENTS**

- 2.010 – Basic Authority to act as a flight crew member
- 2.015 – Acceptance of licences, ratings, authorisations, approvals or certificates
- 2.016 – Credit given to a holder of a licence issued by a non-JAA Member State
- 2.017 – Authorisations/Ratings for special purposes
- 2.020 – Credit for military service
- 2.025 – Validity of licences and ratings
- 2.026 – Recent experience for pilots not operating in accordance with JAR-OPS 3
- 2.035 – Medical fitness
- 2.040 – Decrease in medical fitness
- 2.050 – Crediting of flight time and theoretical knowledge
- 2.060 – Curtailment of privileges of licence holders aged 60 years or more.
- 2.080 – Recording of flight time
- Appendix 1 to JAR-FCL 2.005 – Minimum requirements for the issue of a JAR-FCL licence/authorisation on the basis of a national licence/authorisation issued in a JAA Member State.
- Appendix 1 to JAR-FCL 2.015 – Minimum requirements for the validation of pilot licences of non-JAA States.

**JAR-FCL SUBPART C – PRIVATE PILOT LICENCE (Helicopter) – PPL(H)**

- 2.100 – Minimum age
- 2.105 – Medical fitness
- 2.110 – Privileges and conditions
- 2.120 – Experience and crediting

**JAR-FCL SUBPART D – COMMERCIAL PILOT LICENCE (Helicopter) – CPL(H)**

- 2.140 – Minimum age
- 2.145 – Medical fitness
- 2.150 – Privileges and conditions
- 2.155 – Experience and crediting

**JAR-FCL SUBPART E – INSTRUMENT RATING (Helicopter) – IR(H)**

- 2.174 – Medical fitness
- 2.175 – Circumstances in which an IR(H) is required
- 2.180 – Privileges and conditions
- 2.185 – Validity, revalidation and renewal

AMC FCL 2.005 &amp; 2.015 (continued)

**JAR-FCL SUBPART F – TYPE RATINGS (Helicopter)**

- 2.220 – Type ratings (H)
- 2.225 – Circumstances in which type ratings are required
- 2.235 – Type rating – Privileges, number and variants
- 2.240 – Type rating – Requirements
- 2.245 – Type rating – Validity, revalidation and renewal
- 2.250 – Type rating, multi-pilot – Conditions
- 2.255 – Type rating, single-pilot – Conditions
- Appendix 1 to JAR-FCL 2.240 & 2.295 – Skill test and proficiency check for helicopter type ratings and ATPL
- Appendix 3 to JAR-FCL 2.240 – Contents of the type rating/training/skill test and proficiency check for single-engine and multi-engine single-pilot helicopters and the addendum to the PPL and the CPL skill test in multi-engine single-pilot helicopters

**JAR-FCL SUBPART G – AIRLINE TRANSPORT PILOT LICENCE (Helicopter) – ATPL(H)**

- 2.265 – Minimum age
- 2.270 – Medical fitness
- 2.275 – Privileges and conditions
- 2.280 – Experience and crediting

**JAR-FCL SUBPART H – INSTRUCTOR RATINGS (HELICOPTER)**

- 2.300 – Instruction - General
- 2.305 – Instructor ratings and authorisation – Purposes
- 2.310 – Instructor ratings – General
- 2.315 – Instructor ratings and authorisations – Period of validity
- 2.320 – Flight Instructor rating (helicopter) (FI(H)) – Minimum age
- 2.325 – FI(H) – Restricted privileges
- 2.330 – FI(H) – Privileges and requirements
- 2.335 – FI(H) – Pre-requisite requirements
- 2.340 – FI(H) – Course
- 2.345 – FI(H) – Skill
- 2.350 – FI(H) – Rating issue
- 2.355 – FI(H) – Revalidation and renewal
- 2.360 – Type rating instructor rating (helicopter) (TRI(H)) – Privileges
- 2.365 – TRI(H) – Requirements
- 2.370 – TRI(H) – Revalidation and renewal
- 2.390 – Instrument rating instructor rating (helicopter) (IRI(H)) – Privileges
- 2.395 – IRI(H) – Requirements
- 2.400 – IRI(H) – Revalidation and renewal
- 2.405 – Synthetic flight instructor authorisation (helicopter) (SFI(H)) – Privileges

AMC FCL 2.005 &amp; 2.015 (continued)

- 2.410 – SFI(H) – Requirements
- 2.415 – SFI(H) – Revalidation and renewal
- Appendix 1 to JAR-FCL 2.300 – Requirements for a specific authorisation for instructors not holding a JAR-FCL licence to instruct in a FTO or TRTO outside JAA Member States
- Appendix 1 to JAR-FCL 2.330 & 2.345 – Arrangements for the flight instructor rating (FI(H)) skill test, proficiency check and oral theoretical knowledge examination
- Appendix 2 to JAR-FCL 1.330 & 2.345 – Contents of the flight instructor rating (FI(H)) skill test, oral theoretical knowledge examination and proficiency check
- Appendix 1 to JAR-FCL 2.340 – Flight instructor rating (helicopter) (FI(H)) course
- Appendix 1 to JAR-FCL 2.365 – Course for the type rating instructor (helicopter) for, as applicable, single or multi-pilot helicopters certificated for VFR or IFR operation (TRI(H))
- Appendix 1 to JAR FCL 2.395 – Course for the instrument rating instructor rating (helicopter) (IRI(H))

**JAR-FCL 3 (MEDICAL)****JAR-FCL SUBPART A - GENERAL REQUIREMENTS**

- 3.095 – Aeromedical examinations (3.095(a) and (b))
- 3.105 – Period of validity of medical certificates
- 3.110 – Requirements for medical assessments
- 3.115 – Use of medication or drugs
- 3.120 – Responsibilities of the applicant

**JAR-OPS 3 – REQUIREMENTS****JAR-OPS SUBPART A – APPLICABILITY**

- 3.001 – Applicability

**JAR-OPS SUBPART B – GENERAL**

- 3.005 – General
- 3.010 – Exemptions
- 3.025 – Common Language
- 3.030 – Minimum Equipment Lists – Operator's Responsibilities
- 3.040 – Additional crew members
- 3.065 – Carriage of weapons of war and munitions of war
- 3.070 – Carriage of sporting weapons and ammunition
- 3.075 – Method of carriage of persons
- 3.085 – Crew responsibilities
- 3.090 – Authority of the commander
- 3.100 – Admission to cockpit

AMC FCL 2.005 &amp; 2.015 (continued)

- 3.105 – Unauthorised carriage
- 3.110 – Portable electronic devices
- 3.115 – Alcohol and drugs
- 3.120 – Endangering safety
- 3.130 – Manuals to be carried
- 3.135 – Additional information and forms to be carried
- 3.140 – Information retained on the ground
- 3.145 – Power to inspect
- 3.150 – Production of documentation and records
- 3.160 – Preservation, production and use of flight recorder recordings
- Appendix 1 to 3.005(d) – Helicopter Emergency Medical Service (HEMS)

**JAR-OPS SUBPART D – OPERATIONAL PROCEDURES**

- 3.200 – Operations manual
- 3.210 – Establishment of procedures
- 3.225 – Heliport Operating Minima
- 3.260 – Carriage of Persons with Reduced Mobility
- 3.265 – Carriage of inadmissible passengers, deportees or persons in custody
- 3.270 – Stowage of baggage and cargo
- 3.280 – Passenger Seating
- 3.285 – Passenger briefing
- 3.290 – Flight preparation
- 3.295 – Selection of heliports
- 3.300 – Submission of ATS Flight Plan
- 3.305 – Re/defuelling with passengers embarking, on board or disembarking
- 3.310 – Crew members at stations
- 3.320 – Seats, safety belts and harnesses
- 3.325 – Securing of passenger cabin and galley(s)
- 3.330 – Accessibility of emergency equipment
- 3.335 – Smoking on board
- 3.340 – Meteorological Conditions
- 3.345 – Ice and other contaminants
- 3.350 – Fuel and oil supply
- 3.355 – Take-off conditions
- 3.360 – Application of take-off minima
- 3.365 – Minimum flight altitudes
- 3.370 – Simulated abnormal situations in flight
- 3.375 – In-flight fuel management
- 3.385 – Use of supplemental oxygen

AMC FCL 2.005 &amp; 2.015 (continued)

- 3.395 – Ground proximity detection
- 3.400 – Approach and landing conditions
- 3.405 – Commencement and continuation of approach
- 3.410 – Operating procedures – Threshold crossing height
- 3.415 – Journey log
- 3.420 – Occurrence reporting
- 3.425 – Accident reporting
- Appendix 1 to 3.270 – Stowage of baggage and cargo
- Appendix 1 to 3.305 – Re/defuelling with passengers embarking, on board or disembarking
- Appendix 1 to 3.375 – In-flight fuel management

**JAR-OPS SUBPART E – ALL WEATHER OPERATIONS**

- 3.435 – Terminology
- 3.440 – Low visibility operations – General operating rules
- 3.445 – Low visibility operations – Heliport considerations
- 3.450 – Low visibility operations – Training and Qualifications
- 3.455 – Low visibility operations – Operating Procedures
- 3.460 – Low visibility operations – Minimum equipment
- 3.465 – VFR operating minima
- Appendix 1 to 3.430 – Heliport Operating Minima
- Appendix 1 to 3.440 – Low Visibility Operations – General Operating Rules
- Appendix 1 to 3.450 – Low Visibility Operations – Training & qualifications
- Appendix 1 to 3.455 – Low Visibility Operations – Operating procedures
- Appendix 1 to 3.465 – Minimum Visibilities for VFR Operations

**JAR-OPS SUBPART J – MASS AND BALANCE**

- 3.625 – Mass and balance documentation
- Appendix 1 to 3.625 – Mass and Balance Documentation

**JAR-OPS SUBPART K – INSTRUMENTS AND EQUIPMENT**

- 3.630 – General introduction
- 3.640 – Helicopter operating lights
- 3.650 – Day VFR operations – Flight and navigational instruments and associated equipment
- 3.652 – IFR or night operations – Flight and navigational instruments and associated equipment
- 3.660 – Radio Altimeters
- 3.670 – Airborne Weather Radar Equipment
- 3.675 – Equipment for operations in icing conditions
- 3.690 – Crew member interphone system



## AMC FCL 2.005 &amp; 2.015 (continued)

- 3.695 – Public address system
- 3.700 – Cockpit voice recorders – 1
- 3.705 – Cockpit voice recorders – 2
- 3.715 – Flight data recorders – 1
- 3.720 – Flight data recorders – 2
- 3.775 – Supplemental oxygen – Non-pressurised helicopters
- 3.820 – Automatic Emergency Locator Transmitter
- 3.825 – Life Jackets
- 3.827 – Crew Survival Suits
- 3.830 – Life-rafts and survival ELTs for extended overwater flights
- 3.835 – Survival equipment
- 3.840 – Helicopters certificated for operating on water – Miscellaneous equipment
- 3.843 – All helicopters on flights over water – Ditching
- Appendix 1 to 3.775 – Supplemental Oxygen for non-pressurised Helicopters

**JAR-OPS SUBPART N – FLIGHT CREW**

- 3.940 – Composition of Flight Crew
- 3.945 – Conversion Training and checking
- 3.950 – Differences Training and Familiarisation training
- 3.955 – Upgrade to commander
- 3.960 – Commanders – Minimum Qualification Requirements
- 3.965 – Recurrent Training and Checking
- 3.968 – Pilot qualification to operate in either pilot's seat
- 3.970 – Recent experience
- 3.975 – Pilot in command – Route/Role/Area Competence Qualification
- 3.980 – Operation on more than one type or variant
- 3.985 – Training Records
- Appendix 1 to 3.940 – Single pilot operations under IFR or at night
- Appendix 1 to 3.955 – Upgrading to commander
- Appendix 1 to 3.965 – Recurrent training and checking
- Appendix 1 to 3.968 – Pilot qualification to operate in either pilot's seat

**JAR-OPS SUBPART P – MANUALS, LOGS AND RECORDS**

- 3.1040 – General Rules for Operations Manuals
- 3.1045 – Operations Manual – structure and contents
- 3.1050 – Helicopter Flight Manual
- 3.1055 – Journey log
- 3.1060 – Operational flight plan
- Appendix 1 to 3.1045 – Operations Manual Contents

AMC FCL 2.005 & 2.015 (continued)

**JAR-OPS SUBPART Q – FLIGHT AND DUTY TIME LIMITATIONS AND REST REQUIREMENTS**

RESERVED

**JAR-OPS SUBPART R – TRANSPORT OF DANGEROUS GOODS BY AIR**

- 3.1215 – Provision of information

**JAR-OPS SUBPART S – SECURITY**

- 3.1235 – Security requirements
- 3.1240 – Training programmes
- 3.1245 – Reporting acts of unlawful interference
- 3.1250 – Helicopter search procedure checklist
- 3.1255 – Flight crew compartment security

[Amdt 1, 01.12.00; Amdt 2, 01.11.02]

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**IEM FCL 2.025****Validity of medical certificates**

This IEM is a reproduction of the requirements as set out in JAR-FCL 3.105

**JAR-FCL 3.105      Period of Validity of Medical Certificates**

(a) *Period of validity.* A medical certificate shall be valid from the date of the initial general medical examination and for:

(1) Class 1 medical certificates, 12 months except that for holders who have passed their 40th birthday the interval is reduced to six months.

(2) Class 2 medical certificates, 60 months until age 30, then 24 months until age 50, 12 months until age 65 and 6 monthly thereafter.

(3) The expiry date of the medical certificate is calculated on the basis of the information contained in (1) and (2).

(4) Despite (2) above, a medical certificate issued prior to the holder's 30th birthday will not be valid for Class 2 privileges after his 32nd birthday.

(b) *Revalidation.* If the medical revalidation is taken up to 45 days prior to the expiry date calculated in accordance with (a), the validity of the new certificate extends from the previous medical certificate expiry date by the period stated in (a) (1) or (2) as applicable.

(c) *Renewal.* If the medical examination is not taken within the 45 day period referred to in (b) above, the expiry date will be calculated in accordance with paragraph (a) with effect from the date of the next general medical examination.

(d) *Requirements for revalidation or renewal.* The requirements to be met for the revalidation or renewal of medical certificates are the same as those for the initial issue of the certificate, except where specifically stated otherwise.

(e) *Reduction in the period of validity.* The period of validity of a medical certificate may be reduced by an AME in consultation with the AMS when clinically indicated.

(f) *Additional examination.* Where the Authority has reasonable doubt about the continuing fitness of the holder of a medical certificate, the AMS may require the holder to submit to further examination, investigation or tests. The reports shall be forwarded to the AMS.

See further Appendix 1 to JAR-FCL 3.105.

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**IEM FCL 2.035****Carriage of safety pilots****(See JAR-FCL 2.035)****INTRODUCTION**

1 A safety pilot is a pilot who is qualified to act as PIC on the type of helicopter and carried on board the helicopter for the purpose of taking over control should the person acting as a PIC holding a specific medical certificate restriction become incapacitated.

2 The following information should be provided to assist persons acting as safety pilots:

- a. the background for establishing the role of a safety pilot;
- b. the logging of flight time whilst acting as a safety pilot;
- c. the types of medical condition which restrict a particular pilot from flying solo;
- d. the safety pilot's role and responsibilities; and
- e. guidance material to assist the safety pilot in the conduct of this role.

3 Whenever a pilot licence holder with a safety pilot restriction renews or is issued with the related medical certificate, the holder should receive from the Authority an information sheet. This sheet will give advice to pilots utilised by the licence holder in the capacity of safety pilot. An example of this information sheet is shown below.

**INFORMATION SHEET****General considerations**

4 The following are a few notes to help you in your role as a safety pilot. Your pilot has been assessed by the Medical Section of the Authority as unfit for solo private flying, but fit to fly with a safety pilot. Although this may sound medically rather alarming, the standards for such pilots are still high, and he/she would undoubtedly be passed fit to lead a 'normal life' on the ground. The chances of any problem occurring during the flight are therefore remote. Nevertheless, as with any aspect of flight safety, remote possibilities should be assessed and, as far as possible, eliminated. This is the purpose of the safety pilot limitation.

5 Unless you have to take over the controls you are supernumerary and cannot log any flying time. You should be checked out and current on the aircraft. It must have dual controls and you must be licensed to fly in the proposed airspace and conditions.

6 You should have some idea of your pilot's medical condition and the problems that might occur during the flight. These could be due to a sudden or subtle incapacitation in a pilot who is otherwise functioning perfectly normally. Alternatively, there may be some fixed problem that is always present (such as poor vision in one eye or an amputated leg) which might cause difficulties in special circumstances.

7 When flying with a pilot who might suffer some form of incapacitation, you should particularly monitor the critical stages of the flight (such as take-off and approach). It may be useful to use some form of question and answer routine as is done during commercial flights. If your pilot does become incapacitated, the two priorities are to fly the helicopter and try to prevent him/her from compromising the controls. The greatest help in the latter situation is the continuous wearing of a fixed seat belt and shoulder harness (not an inertia reel). With a fixed disability it should be possible to anticipate when help may be needed and take appropriate action. Further points of consideration are as follows:

IEM FCL 2.035 (continued)

- a. You should check the medical certificate of your intended PIC to see if the medical restriction is tied to an helicopter with specially adapted controls, or to a specific type of helicopter. If so, ensure your PIC is in compliance in this respect.
- b. Before the flight, discuss with your PIC the circumstances under which you should intercede and take control of the helicopter. During this discussion, also establish whether the PIC wishes you to conduct any flight crew ancillary tasks. If so, these should be clearly specified to avoid confusion between the PIC and you during the flight. This is particularly important when events are moving quickly and the helicopter is near the surface, for example, during take-off or final approach to landing.
- c. Bear in mind that you are not just a passenger but may, at any time during the flight, be called upon to take over control. Therefore, you will need to remain alert to this possible situation at all times.
- d. You should also keep in mind that accidents have occurred with two qualified pilots on board when both pilots thought the other was in control. A means of communication must be established between you and the PIC in order that both of you know who is in control of the helicopter at any given time. The spoken words 'I have control' from one pilot and the response words 'you have control' from the other pilot is simple and appropriate for this purpose.
- e. In order to avoid distraction or confusion to the PIC during the flight, you should keep your hands and feet away from the controls unless safety circumstances arise which require you to take over control of the helicopter.

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**AMC FCL 2.055****Quality system for FTO/TRTOs****(See Appendix 1a and 2 to JAR-FCL 2.055)****(See IEM No. 1 to JAR-FCL 2.055)**

1. In accordance with Appendix 1a and 2 to JAR-FCL 2.055, a FTO and a TRTO shall, as a condition for approval, establish and maintain a quality system. This AMC establishes the objectives of such a system, and offers a means of compliance as to which elements must be included and how the system can be integrated in the organisations.

2. The rationale for the requirements of quality systems is the need to establish a distinct assignment of roles between Authority and training organisations by creating an evident division between the regulatory and surveillance responsibility on the one hand, and responsibility of the training activities in itself on the other. Therefore the training organisations must establish a system whereby they can monitor their activities, be able to detect deviations from set rules and standards, take the necessary corrective actions and thus ensure compliance with authority regulations and own requirements. A well established and functioning quality system will make it possible for the supervising Authority to perform inspections and surveillance efficiently and with a reasonable amount of resources.

3. It is obvious and well recognised that the scope and complexity of a quality system should reflect the size and complexity of the training organisation and its training activities. The objectives and the same principles apply, however, to any training organisation, irrespective of size and complexity. Thus, in small and relatively small training organisations, the quality system may be quite simple and integrated in the basic organisation, whereas larger organisations with more complex training activities will need to establish separate and independent quality organisations within the overall organisational set-up.

4. In determining size and complexity in this context the following guidelines apply:

- training organisations with 5 or less instructors employed are considered very small;
- training organisations employing between 6 and 20 instructors are considered small.

In determining complexity, factors such as number of helicopter types used for training, range of training courses offered, geographical spread of training activities (e.g. the use of satellites), range of training arrangements with other training organisations, etc. will be considered.

5. In a quality system of any FTO or TRTO the following five elements must be clearly identifiable:

- a. determination of the organisation's training policy and training and flight safety standards;
- b. determination and establishment of assignment of responsibility, resources, organisation and operational processes, which will make allowance for policy and training and flight safety standards;
- c. follow up system to ensure that policy, training and flight safety standards are complied with;
- d. registration and documentation of deviations from policy, training and flight safety standards together with necessary analysis, evaluations and correction of such deviations;
- e. evaluation of experiences and trends concerning policy, training and flight safety standards.

6. IEM No. 1 to JAR-FCL 2.055 describes in more detail objectives, the different elements of a quality system and offers guidance as to the set-up of quality systems in larger and/or more complex training organisations. For very small and small organisations paragraph 23 of IEM No. 1 to JAR-FCL 2.055 applies.

The Quality System required in JAR-FCL or in other JAR's may be integrated.

[Amdt. 1, 01.12.00]

**[AMC FCL 2.055(d)****Approval of Modular Theoretical Knowledge Distance Learning Courses****(See JAR-FCL 2.055(d))****(See Appendix 3 to JAR-FCL 2.055)****(See Appendix 1 to JAR-FCL 2.130 & 2.135)****(See Appendix 1 to JAR-FCL 2.160 & 2.165(a)(3))****(See Appendix 1 to JAR-FCL 2.205)****(See Appendix 1 to JAR-FCL 2.285)****GENERAL**

1. Modular theoretical knowledge training may be conducted to meet licensing requirements for the issue of a PPL, CPL, IR and ATPL, or first single pilot multi engine helicopter. Approved distance learning courses may be offered as part of modular theoretical knowledge training at the discretion of the Authority.

**TRAINING ORGANISATION**

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

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

- a. An assumption that a student will study for at least 15 hours per week.
- b. An indication throughout the course material of what constitutes a week's study.
- c. A recommended course structure and order of teaching acceptable to the Authority.
- d. One progress test for each subject for every 15 hours of study, which should be submitted to the FTO for assessment. Additional self-assessed progress tests should be completed at intervals of 5 to 10 study hours.
- e. Appropriate contact times throughout the course when a student can have access to an instructor by telephone, fax, e-mail or Internet.
- f. Measurement criteria to determine whether a student has satisfactorily completed the appropriate elements of the course to a standard that, in the judgement of the Head of Training, or CGI, will enable them to be entered for the JAR-FCL theoretical examinations with a good prospect of success.
- g. If the FTO provides the distance learning by help of I.T. solutions, for example the Internet, instructors should monitor student's progress by appropriate means.]

[Amdt. 3, 01.09.03]

**IEM No. 1 to JAR-FCL 2.055**  
**Quality System for FTO/TRTOs**  
**(See AMC FCL 2.055)**

**INTRODUCTION**

A basis for quality should be established by every FTO/TRTO and problem-solving techniques to run processes should be applied. Knowledge in how to measure, establish and ultimately achieve quality in training and education is considered to be essential.

The purpose of this IEM is to provide information and guidance to the training organisations on how to establish a Quality System that enables compliance with Appendix 1a to JAR-FCL 2.055, item 3 and Appendix 2 to JAR-FCL 2.055, item 3 (Quality Systems)

In order to show compliance with Appendix 1a to JAR-FCL 2.055, item 3 and Appendix 2 to JAR-FCL 2.055, item 3, an FTO/TRTO should establish its Quality System in accordance with the instructions and information contained in the succeeding paragraphs.

**THE QUALITY SYSTEM OF THE FTO/TRTO**

**1 Terminology**

*Accountable Manager.*

A person acceptable to the Authority who has authority for ensuring that all training activities can be financed and carried out to the standards required by the Authority, and additional requirements defined by the FTO/TRTO.

*Quality.*

The totality of features and characteristics of a product or service that bear on its ability to satisfy stated or implied needs.

*Quality Assurance.*

All those planned and systematic actions necessary to provide adequate confidence that all training activities satisfy given requirements, including the ones specified by the FTO/TRTO in relevant manuals.

*Quality Manager.*

The manager, acceptable to the Authority, responsible for the management of the Quality System, monitoring function and requesting corrective actions.

*Quality Manual.*

The document containing the relevant information pertaining to the operator's quality system and quality assurance programme.

*Quality Audit.*

A systematic and independent examination to determine whether quality activities and related results comply with planned arrangements and whether these arrangements are implemented effectively and are suitable to achieve objectives.

**2 Quality Policy and Strategy**

It is of vital importance that the FTO/TRTO describes how the organisation formulates, deploys, reviews its policy and strategy and turns it into plans and actions. A formal written Quality Policy Statement should be established that is a commitment by the Head of Training as to what the Quality System is intended to achieve. The Quality Policy should reflect the achievement and continued compliance with relevant parts of JAR-FCL together with any additional standards specified by the FTO/TRTO.

The Accountable Manager will have overall responsibility for the Quality System including the frequency, format and structure of the internal management evaluation activities.



IEM No.1 to JAR-FCL 2.055 (continued)

### **3 Purpose of a Quality System**

The implementation and employment of a Quality System will enable the FTO/TRTO to monitor compliance with relevant parts of JAR-FCL, the Operations Manual, the Training Manual, and any other standards as established by that FTO/TRTO, or the Authority, to ensure safe and efficient training.

### **4 Quality Manager**

- 4.1 The primary role of the Quality Manager is to verify, by monitoring activities in the field of training, that the standards required by the Authority, and any additional requirements as established by the FTO/TRTO, are being carried out properly under the supervision of the Head of Training, the Chief Flying Instructor and the Chief Ground Instructor.
- 4.2 The Quality Manager should be responsible for ensuring that the Quality Assurance Programme is properly implemented, maintained and continuously reviewed and improved. The Quality Manager should:
- have direct access to the Head of Training;
  - have access to all parts of the FTO/TRTO's organisation.
- 4.3 In the case of small or very small FTO/TRTOs, the posts of the Head of Training and the Quality Manager may be combined. However, in this event, quality audits should be conducted by independent personnel. In the case of a training organisation offering integrated training the Quality Manager should not hold the position of Head of Training, Chief Flying Instructor and Chief Ground Instructor.

### **5 Quality System**

- 5.1 The Quality System of the FTO/TRTO should ensure compliance with and adequacy of training activities requirements, standards and procedures.
- 5.2 The FTO/TRTO should specify the basic structure of the Quality System applicable to all training activities conducted.
- 5.3 The Quality System should be structured according to the size of the FTO/TRTO and the complexity of the training to be monitored.

### **6 Scope**

A Quality System should address the following:

- 6.1 Leadership
- 6.2 Policy and Strategy
- 6.3 Processes
- 6.4 The provisions of JAR-FCL;
- 6.5 Additional standards and training procedures as stated by the FTO/TRTO;
- 6.6 The organisational structure of the FTO/TRTO;
- 6.7 Responsibility for the development, establishment and management of the Quality System;
- 6.8 Documentation, including manuals, reports and records;
- 6.9 Quality Assurance Programme;
- 6.10 The required financial, material, and human resources;
- 6.11 Training requirements.
- 6.12 Customer satisfaction.

ITEM No.1 to JAR-FCL 2.055 (continued)

## **7 Feedback System**

The quality system should include a feedback system to ensure that corrective actions are both identified and promptly addressed. The feedback system should also specify who is required to rectify discrepancies and non-compliance in each particular case, and the procedure to be followed if corrective action is not completed within an appropriate timescale.

## **8 Documentation**

Relevant documentation includes the relevant part(s) of the Training and Operations Manual, which may be included in a separate Quality Manual.

### **8.1 In addition relevant documentation should also include the following:**

- Quality Policy;
- Terminology;
- Specified training standards;
- A description of the organisation;
- The allocation of duties and responsibilities;
- Training procedures to ensure regulatory compliance;

### **8.2 The Quality Assurance Programme, reflecting:**

- Schedule of the monitoring process;
- Audit procedures;
- Reporting procedures;
- Follow-up and corrective action procedures;
- Recording system.
- The training syllabus; and
- Document control.

## **9 Quality Assurance Programme**

The Quality Assurance Programme should include all planned and systematic actions necessary to provide confidence that all training are conducted in accordance with all applicable requirements, standards and procedures.

## **10 Quality Inspection**

The primary purpose of a quality inspection is to observe a particular event/action/document etc., in order to verify whether established training procedures and requirements are followed during the accomplishment of that event and whether the required standard is achieved.

Typical subject areas for quality inspections are:

- Actual flight and ground training;
- Maintenance;
- Technical Standards; and
- Training Standards.

## **11 Audit**

An audit is a systematic, and independent comparison of the way in which a training is being conducted against the way in which the published training procedures say it should be conducted.

Audits should include at least the following quality procedures and processes:

- An explanation of the scope of the audit;
- Planning and preparation;
- Gathering and recording evidence; and
- Analysis of the evidence.

The various techniques that make up an effective audit are:

Interviews or discussions with personnel;  
A review of published documents;  
The examination of an adequate sample of records;  
The witnessing of the activities which make up the training; and  
The preservation of documents and the recording of observations.

## 12 Auditors

The FTO/TRTO should decide, depending on the complexity of the training, whether to make use of a dedicated audit team or a single auditor. In any event, the auditor or audit team should have relevant training and/or operational experience.

The responsibilities of the auditors should be clearly defined in the relevant documentation.

## 13 Auditor's Independence

Auditors should not have any day-to-day involvement in the area of the operation or maintenance activity which is to be audited. An FTO/TRTO may, in addition to using the services of full-time dedicated personnel belonging to a separate quality department, undertake the monitoring of specific areas or activities by the use of part-time auditors.

An FTO/TRTO whose structure and size does not justify the establishment of full-time auditors, may undertake the audit function by the use of part-time personnel from within his own organisation or from an external source under the terms of an agreement acceptable to the Authority.

In all cases the FTO/TRTO should develop suitable procedures to ensure that persons directly responsible for the activities to be audited are not selected as part of the auditing team. Where external auditors are used, it is essential that any external specialist is familiar with the type of training conducted by the FTO/TRTO.

The Quality Assurance Programme of the FTO/TRTO should identify the persons within the company who have the experience, responsibility and authority to:

- Perform quality inspections and audits as part of ongoing Quality Assurance;
- Identify and record any concerns or findings, and the evidence necessary to substantiate such concerns or findings;
- Initiate or recommend solutions to concerns or findings through designated reporting channels;
- Verify the implementation of solutions within specific timescales;
- Report directly to the Quality Manager.

## 14 Audit Scope

FTO/TRTOs are required to monitor compliance with the training and Operations Manuals they have designed to ensure safe and efficient training. In doing so they should as a minimum, and where appropriate, monitor:

- (a) Organisation;
- (b) Plans and objectives;
- (c) Training Procedures;
- (d) Flight Safety;
- (e) Manuals, Logs, and Records;
- (f) Flight and Duty Time Limitations;
- (g) Rest Requirements, and Scheduling;
- (h) Helicopter Maintenance/Operations interface;
- (i) Maintenance Programmes and Continued Airworthiness;

IEM No.1 to JAR-FCL 2.055 (continued)

- (j) Airworthiness Directives management;
- (k) Maintenance Accomplishment;

## 15 Audit Scheduling

A Quality Assurance Programme should include a defined audit schedule and a periodic review cycle. The schedule should be flexible, and allow unscheduled audits when trends are identified. Follow-up audits should be scheduled when necessary to verify that corrective action was carried out and that it was effective.

An FTO/TRTO should establish a schedule of audits to be completed during a specific calendar period. All aspects of the training should be reviewed within a period of 12 months in accordance with the programme unless an extension to the audit period is accepted as explained below.

An FTO/TRTO may increase the frequency of their audits at their discretion but should not decrease the frequency without the acceptance of the Authority. It is considered unlikely that a period of greater than 24 months would be acceptable for any audit topic.

When an FTO/TRTO defines the audit schedule, significant changes to the management, organisation, training, or technologies should be considered, as well as changes to the regulatory requirements

## 16 Monitoring and Corrective Action

The aim of monitoring within the Quality System is primarily to investigate and judge its effectiveness and thereby to ensure that defined policy, training standards are continuously complied with. Monitoring activity is based upon quality inspections, audits, corrective action and follow-up. The FTO/TRTO should establish and publish a quality procedure to monitor regulatory compliance on a continuing basis. This monitoring activity should be aimed at eliminating the causes of unsatisfactory performance.

Any non-compliance identified should be communicated to the manager responsible for taking corrective action or, if appropriate, the Accountable Manager. Such non-compliance should be recorded, for the purpose of further investigation, in order to determine the cause and to enable the recommendation of appropriate corrective action.

The Quality Assurance Programme should include procedures to ensure that corrective actions are developed in response to findings. These quality procedures should monitor such actions to verify their effectiveness and that they have been completed. Organisational responsibility and accountability for the implementation of corrective action resides with the department cited in the report identifying the finding. The Accountable Manager will have the ultimate responsibility for ensuring, through the Quality Manager(s), that corrective action has re-established compliance with the standard required by the Authority and any additional requirements established by the FTO/TRTO.

## 17 Corrective action.

Subsequent to the quality inspection/audit, the FTO/TRTO should establish:

- (a) The seriousness of any findings and any need for immediate corrective action;
- (b) The origin of the finding;
- (c) What corrective actions are required to ensure that the non-compliance does not recur;
- (d) A schedule for corrective action;
- (e) The identification of individuals or departments responsible for implementing corrective action;
- (f) Allocation of resources by the Accountable Manager where appropriate.

IEM No.1 to JAR-FCL 2.055 (continued)

- 17.1 The Quality Manager should:
  - 17.1.1 Verify that corrective action is taken by the manager responsible in response to any finding of non-compliance;
  - 17.1.2 Verify that corrective action includes the elements outlined in paragraph 16 above;
  - 17.1.3 Monitor the implementation and completion of corrective action;
  - 17.1.4 Provide management with an independent assessment of corrective action, implementation and completion;
  - 17.1.5 Evaluate the effectiveness of corrective action through the follow-up process

## **18 Management Evaluation**

A management evaluation is a comprehensive, systematic documented review by the management of the quality system, training policies, and procedures, and should consider:  
The results of quality inspections, audits and any other indicators; as well as the overall effectiveness of the management organisation in achieving stated objectives.

A management evaluation should identify and correct trends, and prevent, where possible, future non-conformities. Conclusions and recommendations made as a result of an evaluation should be submitted in writing to the responsible manager for action. The responsible manager should be an individual who has the authority to resolve issues and take action.

The Accountable Manager should decide upon the frequency, format, and structure of internal management evaluation activities.

## **19 Recording**

Accurate, complete, and readily accessible records documenting the results of the Quality Assurance Programme should be maintained by the FTO/TRTO. Records are essential data to enable an FTO/TRTO to analyse and determine the root causes of non-conformity, so that areas of non-compliance can be identified and subsequently addressed.

The following records should be retained for a period of 5 years:

- Audit Schedules;
- Quality inspection and Audit reports;
- Responses to findings;
- Corrective action reports;
- Follow-up and closure reports;
- Management Evaluation reports.

## **20 Quality Assurance Responsibility for Sub-Contractors**

An FTO/TRTO may decide to sub-contract out certain activities to external organisations subject to the approval of the authority.

The ultimate responsibility for the training provided by the subcontractor always remains with the FTO/TRTO. A written agreement should exist between the FTO/TRTO and the sub-contractor clearly defining the safety related services and quality to be provided. The sub-contractor's safety related activities relevant to the agreement should be included in the FTO/TRTO's Quality Assurance Programme.

The FTO/TRTO should ensure that the sub-contractor has the necessary authorisation/approval when required, and commands the resources and competence to undertake the task. If the FTO/TRTO requires the sub-contractor to conduct activity which exceeds the sub-contractor's authorisation/approval, the FTO/TRTO is responsible for ensuring that the sub-contractor's quality assurance takes account of such additional requirements.

ITEM No.1 to JAR-FCL 2.055 (continued)

## **21 Quality System Training**

Correct and thorough training is essential to optimise quality in every organisation. In order to achieve significant outcomes of such training the FTO/TRTO should ensure that all staff understand the objectives as laid down in the Quality Manual.

Those responsible for managing the Quality System should receive training covering:

An introduction to the concept of Quality System;  
Quality management;  
Concept of Quality Assurance;  
Quality manuals;  
Audit techniques;  
Reporting and recording; and  
The way in which the Quality System will function in the FTO/TRTO.

Time should be provided to train every individual involved in quality management and for briefing the remainder of the employees. The allocation of time and resources should be governed by the size and complexity of the operation concerned.

## **22 Sources of Training**

Quality management courses are available from the various National or International Standards Institutions, and an FTO/TRTO should consider whether to offer such courses to those likely to be involved in the management of Quality Systems. Organisations with sufficient appropriately qualified staff should consider whether to carry out in-house training.

## **23 Quality Systems for small/very small Organisations**

The requirement to establish and document a Quality System, and to employ a Quality Manager applies to all FTO/TRTOs.

Complex quality systems could be inappropriate for small or very small FTO/TRTOs and the clerical effort required to draw up manuals and quality procedures for a complex system may stretch their resources. It is therefore accepted that such FTO/TRTOs should tailor their quality systems to suit the size and complexity of their training and allocate resources accordingly.

For small and very small FTO/TRTOs it may be appropriate to develop a Quality Assurance Programme that employs a checklist. The checklist should have a supporting schedule that requires completion of all checklist items within a specified timescale, together with a statement acknowledging completion of a periodic review by top management. An occasional independent overview of the checklist content and achievement of the Quality Assurance should be undertaken.

The small FTO/TRTO may decide to use internal or external auditors or a combination of the two. In these circumstances it would be acceptable for external specialists and or qualified organisations to perform the quality audits on behalf of the Quality Manager.

If the independent quality audit function is being conducted by external auditors, the audit schedule should be shown in the relevant documentation.

Whatever arrangements are made, the FTO/TRTO retains the ultimate responsibility for the quality system and especially the completion and follow-up of corrective actions.

[Amdt. 1, 01.12.00]

**IEM No. 2 to JAR-FCL 2.055****Financial Evaluation of Flying Training Organisations (FTOs) / Type Rating Training Organisations (TRTOs)****(See Appendix 1a and 2 to JAR-FCL 2.055)****OBJECTIVE**

1. The objective of this IEM is to set out the means of compliance for the Authority to be satisfied that FTOs/TRTOs have sufficient funding available to conduct training to the approved standards of JAR-FCL. Paragraph 9 of Appendix 1a to JAR-FCL 2.055 and paragraph 8 of Appendix 2 to JAR-FCL 2.055 address the maintenance of acceptable flying training standards throughout the duration of a course. It is not intended to be a consumer protection provision. The grant and revalidation of an approval cannot therefore be construed as a guarantee of the underlying financial soundness of the organisation. It is an indication, on the basis of financial information provided, that the approved organisation can provide sufficient facilities and qualified staff such that flying training can be, or can continue to be, provided in accordance with relevant JAR-FCL training requirements and standards.

**APPLICATION FOR APPROVAL OR REVALIDATION**

2. Any application for initial approval or revalidation is to be supported by a plan, covering the period of approval requested, which includes at least the following information:

(a) Training facilities and number of students

Details, as appropriate, of:

- the number and types of training helicopters that will be used;
- the number of flight and ground instructors that will be employed;
- the number of classrooms and other types of training facilities (synthetic training devices, etc.) intended for use;
- the supporting infrastructure (staff offices, operations room, briefing rooms, rest rooms, hangars, etc.)
- planned number of students (by month and course)

(b) Financial Details

- capital expenditure necessary to provide the planned facilities;
- costs associated with running each of the courses for which approval is sought;
- income forecasts for the period of approval;
- a forecast financial operating statement for the business for which approval is sought;
- details of any other financial trading arrangement on which the viability of the approved organisation may be dependent.

3. The plan submitted in support of an application for initial approval or revalidation is to be accompanied by a Financial Statement from the applicant's bankers or auditors which certifies that the applicant has, or has recourse to, sufficient financial resources to meet the applicant's proposals as described in the plan to conduct JAR-FCL approved courses. An appropriately revised Financial Statement will be required whenever the applicants wish to expand their activities in addition to those described in the plan, in order to satisfy the requirements of JAR-FCL.

**ONGOING FINANCIAL MONITORING**

4. After approval has been granted, if the Authority has reason to believe that the necessary standards of compliance with JAR-FCL are not being met or may not be met due to a lack or apparent lack of financial resources, the Authority may require the organisation to demonstrate in a written submission that sufficient funds can and will be made available to continue to meet the terms of approval, or such modifications to it as may have been agreed with the Authority. Any such submission is to be accompanied by a further Financial Statement signed by the approved organisation's bankers or auditors.

5. The Authority may also require a Financial Statement if it appears to the Authority that operation of the approved course(s) is significantly at variance with the proposals contained in the business plan.

[Amdt. 1, 01.12.00]

**IEM No.3 to JAR-FCL 2.055****Flying Training Organisations for pilot licences and ratings****(See Appendix 1a and 2 to JAR-FCL 2.055)****[(See IEM No. 4 to JAR-FCL 2.055)]**

## TRAINING MANUAL

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

## Part 1 – The Training Plan

The aim of the course (ATP(H), CPL/IR(H), CPL(H) as applicable)	A statement of what the student is expected to do as a result of the training, the level of performance, and the training constraints to be observed.
Pre-entry requirements	Minimum age, educational requirements (including language), medical requirements.  Any individual State requirements.
Credits for previous experience	To be obtained from the Authority before training begins.
Training Syllabi	The flying syllabus (single-engine), the flying syllabus (multi-engine), the synthetic flight training syllabus and the theoretical knowledge training syllabus.
The time scale and scale, in weeks, for each syllabus	Arrangements of the course and the integration of syllabi time.
Training programme	The general arrangements of daily and weekly programmes for flying, ground and synthetic flight training.  Bad weather constraints.  Programme constraints in terms of maximum student training times, (flying, theoretical knowledge, synthetic) e.g. per day/week/month. Restrictions in respect of duty periods for students. Duration of dual and solo flights at various stages. Maximum flying hours in any day/night; maximum number of training flights in any day/night.  Minimum rest period between duty periods.
Training records	Rules for security of records and documents. Attendance records. The form of training records to be kept. Persons responsible for checking records and students' log books. The nature and frequency of record checks. Standardisation of entries in training records. Rules concerning log book entries.
Safety training	Individual responsibilities. Essential exercises. Emergency drills (frequency). Dual checks (frequency at various stages). Requirement before first solo day/night/navigation etc.
Tests and examinations	Flying



IEM No.3 to JAR-FCL 2.055 (continued)

	(a) Progress checks (b) Qualifying tests  Theoretical Knowledge (a) Progress tests (b) Qualifying examinations  Authorisation for test. Rules concerning refresher training before retest. Test reports and records. Procedures for examination paper preparation, type of question and assessment, standard required for 'Pass'. Procedure for question analysis and review and for raising replacement papers. Examination resit procedures.
Training effectiveness	Individual responsibilities. General assessment. Liaison between departments. Identification of unsatisfactory progress (individual students). Actions to correct unsatisfactory progress. Procedure for changing instructors. Maximum number of instructor changes per student. Internal feedback system for detecting training deficiencies. Procedure for suspending a student from training. Discipline. Reporting and documentation.
Standards and Level of performance at various stages	Individual responsibilities. Standardisation. Standardisation requirements and procedures. Application of test criteria.
Part 2 – Briefing and Air Exercises	
Air Exercise	A detailed statement of the content specification of all the air exercises to be taught, arranged in the sequence to be flown with main and sub-titles. This should normally be the same as the air exercise specification for the flight instructor rating course.
Air exercise reference List	An abbreviated list of the above exercises giving only main and sub-titles for quick reference, and preferably in flip-card form to facilitate daily use by flight instructors.
Course structure - Phase of training	A statement of how the course will be divided into phases, indication of how the above air exercises will be divided between the phases and how they will be arranged to ensure that they are completed in the most suitable learning sequence and that essential (emergency) exercises are repeated at the correct frequency. Also, the syllabus hours for each phase and for groups of exercises within each phase shall be stated and when progress tests are to be conducted, etc.

IEM No.3 to JAR-FCL 2.055 (continued)

Course structure integration of syllabi	The manner in which theoretical knowledge, synthetic flight training and flying training will be integrated so that as the flying training] [exercises are carried out students will be able to apply the knowledge gained from the associated theoretical knowledge instruction and synthetic flight training.
Student progress	The requirement for student progress and include a brief but specific statement of what a student is expected to be able to do and the standard of proficiency he must achieve before progressing from one phase of air exercise training to the next. Include minimum experience requirements in terms of hours, satisfactory exercise completion, etc. as necessary before significant exercises, e.g. night flying.
Instructional methods	The FTO requirements, particularly in respect of pre- and post-flying briefing, adherence to syllabi and training specifications, authorisation of solo flights, etc.
Progress tests	The instructions given to examining staff in respect of the conduct and documentation of all progress tests.
Glossary of terms	Definition of significant terms as necessary.
Appendices	Progress test report forms. Skill test report forms. FTO certificates of experience, competence, etc. as required.

### Part 3 – Synthetic Flight Training

Structure generally as for Part 2.

### Part 4 – Theoretical knowledge instruction

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

## OPERATIONS MANUAL

Operations Manuals for use at an FTO conducting approved integrated or modular flying training courses include the following:

- (a) General
  - A list and description of all volumes in the Operations Manual
  - Administration (function and management)
  - Responsibilities (all management and administrative staff)
  - Student discipline and disciplinary action
  - Approval/authorisation of flights
  - Preparation of flying programme (restriction of numbers of helicopters in poor weather)
  - Command of helicopter
  - Responsibilities of pilot-in-command
  - Carriage of passengers
  - Helicopter documentation
  - Retention of documents
  - Flight crew qualification records (licences and ratings)
  - Revalidation (medical certificates and ratings)
  - Flying duty period and flight time limitations (flying instructors)
  - Flying duty period and flight time limitations (students)
  - Rest periods (flying instructors)
  - Rest periods (students)

IEM No.3 to JAR-FCL 2.055 (continued)

- Pilots' log books
  - Flight planning (general)
  - Safety (general) – equipment, radio listening watch, hazards, accidents and incidents (including reports), safety pilots etc.
- (b) Technical
- Helicopter descriptive notes
  - Helicopter handling (including checklists, limitations, helicopter maintenance and technical logs, in accordance with relevant JARs, etc.)
  - Emergency procedures
  - Radio and radio navigation aids
  - Allowable deficiencies, (based on MMEL, if available)
- (c) Route
- Performance (legislation, take-off, route, landing etc.)
  - Flight planning (fuel, oil, minimum safe altitude, navigation equipment etc.)
  - Loading (loadsheets, mass, balance, limitations)
  - Weather minima (flying instructors)
  - Weather minima (students – at various stages of training)
  - Training routes/areas
- (d) Staff Training
- Appointments of persons responsible for standards/competence of flying staff
  - Initial training
  - Refresher training
  - Standardisation training
  - Proficiency checks
  - Upgrading training
  - FTO staff standards evaluation

[Amdt.1, 01.12.00]

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

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

Note :

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

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

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

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

[Amdt. 3, 01.09.03]



# PILOT LOGBOOK

*HOLDER'S NAME:*

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*HOLDER'S LICENCE NUMBER:*

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*HOLDER'S ADDRESS:*

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## INSTRUCTIONS FOR USE

- JAR-FCL 1.080 and JAR-FCL 2.080 requires holders of a flight crew licence to record details of all flights flown in a format acceptable to the National Aviation Authority responsible for licence or rating issue. This log book enables pilot licence holders to record flying experience in a manner which will facilitate this process while providing a permanent record of the licence holders flying. Pilots who fly regularly aeroplanes and helicopters or other aircraft types are recommended to maintain separate log books for each type of flying.
- Flight crew log book entries should be made as soon as practicable after any flight undertaken. All entries in the log book shall be made in ink or indelible pencil.
- The particulars of every flight in the course of which the holder of a flight crew licence acts as a member of the operating crew of an aircraft are to be recorded in the appropriate columns using one line for each flight, provided that if an aircraft carries out a number of flights upon the same day returning on each occasion to the same place of departure and the interval between successive flights does not exceed thirty minutes, such series of flights may be recorded as a single entry.
- Flight time is recorded from the time the aircraft first moves under its own power for the purpose of taking off until the time the aircraft finally comes to rest after landing (see JAR-FCL 2.001).
- When an aircraft carries two or more pilots as members of the operating crew, one of them shall, before the flight commences, be designated by the operator as the aircraft "commander", in accordance with JAR-OPS, who may delegate the conduct of the flight to another suitable qualified pilot. All flying carried out as "commander" shall be entered in the log book as "pilot-in-command". A pilot flying as "pilot-in-command under supervision" or "student pilot-in-command" shall enter flying times as "pilot-in-command" but all such entries shall be certified by the commander or flight instructor in the "Remarks" column of the log book.
- Notes on recording of flight time:**
  - Column 1: enter date (dd/mm/yy) on which the flight commences
  - Column 2/3: enter place of departure and destination either in full or the internationally recognised three or four letter designator. All times should be UTC.
  - Column 5: indicate whether the operation was single or multi-pilot, and for single-pilot operation whether single or multi-engine.

1	2		3		4		5			6		7	8	
DATE (dd/mm/yy)	DEPARTURE		ARRIVAL		AIRCRAFT		SINGLE PILOT TIME		MULTI-PILOT TIME	TOTAL TIME OF FLIGHT		NAME PIC	LANDINGS	
	PLACE	TIME	PLACE	TIME	MAKE, MODEL, VARIANT	REGISTRATION	SE	ME					DAY	NIGHT
7/8/98	LIS	1430	OPO	1645	MD500 N	CS-HBL	✓			2	15	SELF	1	
20/8/98	SPL	920	RTM	1050	SA365 N2	PH-HAP			1	30	1	30	SELF	2

**Notes (continued):**

- Column 6: total time of flight may be entered in hours and minutes or decimal notation as desired.
- Column 7: enter name of pilot-in-command or SELF as appropriate.
- Column 8: indicate number of landings as pilot flying by day and/or night.
- Column 9: enter flight time undertaken at night or under instrument flight rules if applicable.
- Column 10: Pilot function time:
  - enter flight time as pilot-in-command (PIC), student pilot-in-command (SPIC) and pilot-in-command under supervision (PICUS) as PIC.
  - all time recorded as SPIC or PICUS must be countersigned by the aircraft commander/flight instructor in the Remarks (column 12).
  - instructor time should be recorded as appropriate and also entered as PIC.
- Column 11: Flight Simulator (FS) or Flight Navigation Procedures Trainer (FNPT):
  - for FS enter type of aircraft and qualification number of the device. For other flight training devices enter either FNPT I or FNPT II as appropriate.
  - Total time of session includes all exercises carried out in the device, including pre- and after-flight checks.
  - Enter type of exercise performed in the Remarks (column 12), e.g. operator proficiency check, revalidation.
- Column 12: the Remarks column may be used to record details of the flight at the holder's discretion. The following entries, however, must be made:
  - instrument flight time undertaken as part of training for a licence or rating
  - details of all skill tests and proficiency checks
  - signature of PIC if the pilot is recording flight time as SPIC or PICUS
  - signature of instructor if flight is part of a single-engine piston or touring motor glider class rating revalidation

7. When each page is completed, accumulated flight times should be entered in the appropriate columns and certified by the pilot in the Remarks column.

9				10								11				12	
OPERATIONAL CONDITION TIME				PILOT FUNCTION TIME								SYNTHETIC TRAINING DEVICES SESSION				REMARKS AND ENDORSEMENTS	
NIGHT		IFR		PILOT-IN- COMMAND		CO-PILOT		DUAL		INSTRUCTOR		DATE <small>(dd/mm/yy)</small>	TYPE		TOTAL TIME OF SESSION		
				2	15												
		1	30	1	30					1	30						ME Type Rating Training
												2/9/98	AS332C		1	40	Revalidation Prof Check

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**AMC/IEM C – PRIVATE PILOT LICENCE****AMC FCL 2.125****Syllabus of theoretical knowledge and flight instruction for the private pilot licence (helicopter) – PPL(H)**

(See JAR–FCL 2.125)

[ (See Appendix 1 to JAR–FCL 2.125) ]

**SYLLABUS OF THEORETICAL KNOWLEDGE FOR THE PRIVATE PILOT LICENCE (HELICOPTER)****AIR LAW****Legislation**

- 1 The Convention on International Civil Aviation
- 2 The International Civil Aviation Organisation
- 3 Articles of the Convention
  - 1 Sovereignty
  - 2 Territory
  - 5 Flight over territory of Contracting States
  - 10 Landing at customs airports
  - 11 Applicability of air regulations
  - 12 Rules of the air
  - 13 Entry and clearance regulations of Contracting States
  - 16 Search of aircraft
  - 22 Facilitation of formalities
  - 23 Customs and immigration procedures
  - 24 Customs duty
  - 29 Documents to be carried in aircraft
  - 30 Use of aircraft radio equipment
  - 31 Certificate of airworthiness
  - 32 Licences of personnel
  - 33 Recognition of certificates and licences
  - 34 Journey log books
  - 35 Cargo restrictions
  - 36 Restrictions on use of photographic equipment
  - 37 Adoption of international standards and procedures
  - 39 Endorsement of certificates and licences
  - 40 Validity of endorsed certificates and licences
- 4 Annexes to the Convention ('ICAO Annexes')
  - Annex 7 Aircraft nationality and registration marks
    - definitions
    - aircraft registration marks
    - certificate of registration
    - identification plate
  - Annex 8 Airworthiness of aircraft
    - definitions
    - certificate of airworthiness
    - continuing airworthiness
    - validity of certificate of airworthiness
    - instruments and equipment
    - aircraft limitations and information

AMC FCL 2.125 (continued)

**Rules of the air**

- Annex 2 Rules of the air
  - definitions
  - applicability
  - general rules
  - visual flight rules
  - signals (Appendix 1)
  - interception of civil aircraft (Appendix 2)

**Air traffic regulations and air traffic services**

- Annex 11 Air traffic regulations and air traffic services
  - definitions
  - objectives of air traffic services
  - classification of airspace
  - flight information regions, control areas and control zones
  - air traffic control services
  - flight information services
  - alerting service
  - visual meteorological conditions
  - instrument meteorological conditions
  - in-flight contingencies
- Annex 14 Aerodrome data
  - definitions
  - conditions of the movement area and related facilities

## Visual aids for navigation

- indicators and signalling devices
- markings
- lights
- signs
- markers
- signal area

## Visual aids for denoting obstacles

- marking of objects
- lighting of objects

## Visual aids for denoting restricted use of areas

## Emergency and other services

- fire and rescue service
- apron management service

## Aerodrome ground lights and surface marking colours

- colours for aeronautical ground lights
- colours for surface markings

## 5 ICAO Document 4444 – Rules of the air and air traffic services

## General provisions

- definitions
- ATS operating practices
- flight plan clearance and information
- control of air traffic flow
- altimeter setting procedures

AMC FCL 2.125 (continued)

- wake turbulence information
- meteorological information
- air reports (AIREP)

## Area control service

- separation of controlled traffic in the various classes of airspace
- pilots, responsibility to maintain separation in VMC
- emergency and communications failure procedures by the pilot
- interception of civil aircraft

## Approach control service

- departing and arriving aircraft procedures in VMC

## Aerodrome control service

- function of aerodrome control towers
- VFR operations
- traffic and circuit procedures
- information to aircraft

## Flight information and alerting service

- air traffic advisory service
- objectives and basic principles

**JAA regulations**

## 6 Joint Aviation Authorities (JAA) Regulations (JAR)

## JAR–FCL Subpart A – General Requirements

- 2.025 – Validity of licences and ratings
- 2.035 – Medical fitness
- 2.040 – Decrease in medical fitness
- 2.050 – Crediting of flight time and theoretical knowledge
- 2.065 – State of licence issue

## JAR–FCL Subpart B – Student pilot

- 2.085 – Requirements
- 2.090 – Minimum Age
- 2.095 – Medical fitness

## JAR–FCL Subpart C – Private pilot licence

- 2.100 – Minimum Age
- 2.105 – Medical fitness
- 2.110 – Privileges and conditions
- 2.115 – Ratings for special purposes
- 2.120 – Experience and Crediting
- 2.125 – Training Course
- 2.130 – Theoretical knowledge examination
- 2.135 – Skill test

## JAR–FCL Subpart E – Instrument rating

- 2.175 – Circumstances in which an instrument rating is required

## JAR–FCL Subpart F – Type ratings

- 2.225 – Circumstances in which type ratings are required
- 2.245 – Validity, revalidation and renewal

## JAR–FCL Subpart H – Instructor ratings

- 2.300 – Instruction – General

AMC FCL 2.125 (continued)

**AIRCRAFT GENERAL KNOWLEDGE****Airframe/Rotors**

- 7      Airframe structure
  - helicopter configuration (single, tandem, co-axial, side by side rotors, directional controls)
  - fuselage (type of construction, structural components, materials)
  - rotors (types, components, materials)
  - blades (aerodynamic profiles, construction, materials)
  - control surfaces (vertical fin, horizontal plane, construction, material)
  - primary flying control systems (type, components)
  - cockpit and cabin
  - landing gear (types, wheels and tyres, braking system, shock absorbers)
- 8      Airframe loads
  - limiting loads
  - safety factor
  - control and rotor locks and use
  - ground/flight precautions

**Powerplant**

- 9      Piston engine
  - causes of pre-ignition and detonation
- 10     General
  - design types
  - principles of the 4-stroke internal combustion engine
  - mechanical components
- 11     Lubrication system
  - function
  - schematic construction
  - monitoring instruments and indicators
  - lubricants
- 12     Air cooling
  - system monitoring
  - cylinder head temperature
  - cowl flaps
- 13     Ignition
  - schematic construction and function
  - types of ignition
  - magneto check
- 14     Engine fuel supply
  - carburettor (construction and mode of operation, carburettor icing)
  - fuel injection (construction and mode of operation)
  - alternate air
- 15     Engine performance
  - pressure/density altitude
  - performance as a function of pressure and temperature

AMC FCL 2.125 (continued)

- 16 Power augmentation devices
  - turbocharger, supercharger (construction and effect on engine performance)
- 17 Fuel
  - types, grades
  - detonation characteristics, octane rating
  - colour coding
  - additives
  - water content, ice formation
  - fuel density
  - alternate fuels, differences in specifications, limitations
- 18 Mixture
  - rich and lean mixture
  - maximum power and fuel economy mixture setting
- 19 Engine handling and manipulation
  - power setting, power range
  - mixture setting
  - operational limitations
- 20 Operational criteria
  - maximum and minimum RPM
  - (induced) engine vibration and critical RPM
  - remedial action by abnormal engine start, run-up and in flight
  - type related items (see AMC FCL 2.261(a), paragraphs 1.2 to 1.2.4)

**Systems**

- 21 Electrical system
  - installation and operation of alternators/generators
  - direct current supply
  - batteries, capacity and charging
  - voltmeters and ammeters
  - circuit breakers and fuses
  - electrically operated services and instruments
  - recognition of malfunctions
  - procedure in the event of malfunctions
- 22 Hydraulic systems
  - components, fluids
  - operation, indication, warning systems
  - auxiliary systems

**Instruments**

- 23 Pitot/static system
  - pitot tube, function
  - pitot tube, principles and construction
  - static source
  - alternate static source
  - position error
  - system drains
  - heating element



## AMC FCL 2.125 (continued)

- errors caused by blockage or leakage
- 24    Airspeed indicator
  - principles of operation and construction
  - relationship between pitot and static pressure
  - definitions of indicated, calibrated and true airspeed
  - instrument errors
  - airspeed indications, colour coding
  - pilot's serviceability checks
- 25    Altimeter
  - principles of operation and construction
  - function of the sub-scale
  - effects of atmospheric density
  - pressure altitude
  - true altitude
  - international standard atmosphere
  - flight level
  - presentation (three needle)
  - instrument errors
  - pilot's serviceability checks
- 26    Vertical speed indicator
  - principles of operation and construction
  - function
  - inherent lag
  - instantaneous VSI
  - presentation
  - pilot's serviceability checks
- 27    Gyroscopes
  - principles
  - rigidity
  - precession
- 28    Turn indicator
  - rate gyro
  - purpose and function
  - effect of speed
  - presentation
  - turn co-ordinator
  - limited rate of turn indications
  - power source
  - balance indicator
  - principle
  - presentation
  - pilot's serviceability checks
- 29    Attitude indicator
  - earth gyro
  - purpose and function
  - presentations
  - interpretation
  - operating limitations
  - power source
  - pilot's serviceability checks

AMC FCL 2.125 (continued)

- 30 Heading indicator
- directional gyro
  - purpose and function
  - presentation
  - use with magnetic compass
  - setting mechanism
  - apparent drift
  - operating limitations
  - power source
  - pilot's serviceability checks
- 31 Magnetic compass
- construction and function
  - earth's magnetic field
  - variation and deviation
  - turning, acceleration errors
  - precautions when carrying magnetic items
  - pilot's serviceability checks
- 32 Engine instruments
- principles, presentation and operational use of:
    - oil temperature gauge
    - oil pressure gauge
    - cylinder head temperature gauge
    - exhaust gas meter
    - manifold pressure gauge
    - fuel pressure gauge
    - fuel flow gauge
    - fuel quantity gauge(s)
    - tachometers
- 33 Other instruments
- principles, presentation and operational use of:
    - voltmeter and ammeter
    - warning indicators ( audio or visual )
    - others relevant to helicopter type

**Airworthiness**

- 34 Airworthiness
- certificate to be in force
  - compliance with requirements
    - periodic maintenance inspections
    - compliance with flight manual (or equivalent), e.g. H/V diagram instructions, limitations, placards
  - flight manual supplements
  - provision and maintenance of documents
    - helicopter, engine and rotorblade log books
    - recording of defects
  - permitted maintenance by pilots

AMC FCL 2.125 (continued)

**FLIGHT PERFORMANCE AND PLANNING****Mass and balance**

- 35 Mass and balance
- limitations on maximum mass
  - forward and aft limitations of centre of gravity, normal and utility operation
  - mass and centre of gravity calculations
  - helicopter manual and balance sheet

**Performance**

- 36 Take-off
- take-off run and distance available
  - take-off and initial climb
  - effects of mass, wind and density altitude
  - effects of ground surface and gradient
- 37 Landing
- effects of mass, wind, density altitude and approach speed
  - ground surface and gradient
- 38 In flight
- relationship between power required and power available
  - performance diagram
  - maximum rate and maximum angle of climb
  - range and endurance
  - effects of configuration, mass, temperature and altitude
  - reduction of performance during climbing turns
  - autorotation
  - adverse effects
    - icing, rain
    - condition of the airframe

**HUMAN PERFORMANCE AND LIMITATIONS****Basic physiology**

- 39 Concepts
- composition of the atmosphere
  - the gas laws
  - respiration and blood circulation
- 40 Effects of partial pressure
- effect of increasing altitude
  - gas transfer
  - hypoxia
    - symptoms
    - prevention
  - cabin pressurisation
  - effects of rapid decompression
    - time of useful consciousness
    - the use of oxygen masks and rapid descent
  - hyperventilation
    - symptoms

AMC FCL 2.125 (continued)

- avoidance
  - effects of accelerations
- 41 Vision
  - physiology of vision
  - limitations of the visual system
    - vision defects
    - optical illusions
    - spatial disorientation
    - avoidance of disorientation
- 42 Hearing
  - physiology of hearing
  - inner ear sensations
  - effects of altitude change
  - noise and hearing loss
    - protection of hearing
  - spatial disorientation
    - conflicts between ears and eyes
  - prevention of disorientation
- 43 Motion sickness
  - causes
  - symptoms
  - prevention
- 44 Flying and health
  - medical requirements
  - effect of common ailments and cures
    - colds
    - stomach upsets
    - drugs, medicines, and side effects
    - alcohol
    - fatigue
  - personal fitness
  - passenger care
  - scuba diving – precautions before flying
- 45 Toxic hazards
  - dangerous goods
  - carbon monoxide from heaters

**Basic psychology**

- 46 The information process
  - concepts of sensation
  - cognitive perception
    - expectancy
    - anticipation
    - habits
- 47 The central decision channel
  - mental workload, limitations
  - information sources
    - stimuli and attention
    - verbal communication
  - memory and its limitations

AMC FCL 2.125 (continued)

- causes of misinterpretation
- 48 Stress
  - causes and effects
  - concepts of arousal
  - effects on performance
  - identifying and reducing stress
- 49 Judgement and decision making
  - concepts of pilots' judgement
  - psychological attitudes
    - behavioural aspects
  - risk assessment
    - development of situational awareness

**METEOROLOGY**

- 50 The atmosphere
  - composition and structure
  - vertical divisions
- 51 Pressure, density and temperature
  - barometric pressure, isobars
  - changes of pressure, density and temperature with altitude
  - altimetry terminology
  - solar and terrestrial energy radiation, temperature
  - diurnal variation of temperature
  - adiabatic process
  - temperature lapse rate
  - stability and instability
  - effects of radiation, advection subsidence and convergence
- 52 Humidity and precipitation
  - water vapour in the atmosphere
  - vapour pressure
  - dew point and relative humidity
  - condensation and vaporisation
  - precipitation
- 53 Pressure and wind
  - high and low pressure areas
  - motion of the atmosphere, pressure gradient
  - vertical and horizontal motion, convergence, divergence
  - surface and geostrophic wind
  - effect of wind gradient and windshear on take-off and landing
  - relationship between isobars and wind, Buys Ballot's law
  - turbulence and gustiness
  - local winds, föhn, land and sea breezes
- 54 Cloud formation
  - cooling by advection, radiation and adiabatic expansion
  - cloud types
    - convection clouds
    - orographic clouds
    - stratiform and cumulus clouds
  - flying conditions in each cloud type

AMC FCL 2.125 (continued)

- 55 Fog, mist and haze
  - radiation, advection, frontal, freezing fog
  - formation and dispersal
  - reduction of visibility due to mist, snow, smoke, dust and sand
  - assessment of probability of reduced visibility
  - hazards in flight due to low visibility, horizontal and vertical
- 56 Airmasses
  - description of and factors affecting the properties of airmasses
  - classification of airmasses, region of origin
  - modification of airmasses during their movement
  - development of low and high pressure systems
  - weather associated with pressure systems
- 57 Frontology
  - formation of cold and warm fronts
  - boundaries between airmasses
  - development of a warm front
  - associated clouds and weather
  - weather in the warm sector
  - development of a cold front
  - associated clouds and weather
  - occlusions
  - associated clouds and weather
  - stationary fronts
  - associated clouds and weather
- 58 Ice accretion
  - conditions conducive to ice formation
  - effects of hoar frost, rime ice, clear ice
  - effects of icing on aeroplane performance
  - precautions and avoidance of icing conditions
  - powerplant icing
  - precautions, prevention and clearance of induction and carburettor icing
- 59 Thunderstorms
  - formation – airmass, frontal, orographic
  - conditions required
  - development process
  - recognition of favourable conditions for formation
  - hazards for aeroplanes
  - effects of lightning and severe turbulence
  - avoidance of flight in the vicinity of thunderstorms
- 60 Flight over mountainous areas
  - hazards
  - influence of terrain on atmospheric processes
  - mountain waves, windshear, turbulence, vertical movement, rotor effects, valley winds
- 61 Climatology
  - general seasonal circulation in the troposphere over Europe
  - local seasonal weather and winds
- 62 Altimetry
  - operational aspects of pressure settings
  - pressure altitude, density altitude
  - height, altitude, flight level

AMC FCL 2.125 (continued)

- ICAO standard atmosphere
  - QNH, QFE, standard setting
  - transition altitude, layer and level
- 63 The meteorological organisation
- aerodrome meteorological offices
  - aeronautical meteorological stations
  - forecasting service
  - meteorological services at aerodromes
  - availability of periodic weather forecasts
- 64 Weather analysis and forecasting
- weather charts, symbols, signs
  - significant weather charts
  - prognostic charts for general aviation
- 65 Weather information for flight planning
- reports and forecasts for departure, en-route, destination and alternate(s)
  - interpretation of coded information METAR, TAF, GAFOR
  - availability of ground reports for surface wind, windshear, visibility
- 66 Meteorological broadcasts for aviation
- VOLMET, ATIS, SIGMET

**NAVIGATION**

- 67 Form of the earth
- axis, poles
  - meridians of longitude
  - parallels of latitude
  - great circles, small circles, rhumb lines
  - hemispheres, north/south, east/west
- 68 Mapping
- aeronautical maps and charts (topographical)
  - projections and their properties
  - conformality
  - equivalence
  - scale
  - great circles and rhumb lines
- 69 Conformal conic projection
- main properties
  - construction
  - convergence of meridians
  - presentation of meridians, parallels, great circles and rhumb lines
  - scale, standard parallels
  - depiction of height
- 70 Direction
- true north
  - earth's magnetic field, variation – annual change
  - magnetic north
  - vertical and horizontal components
  - isogonals, agonic lines

AMC FCL 2.125 (continued)

- 71 Helicopter magnetism
- magnetic influences within the helicopter
  - compass deviation
  - turning, acceleration errors
  - avoiding magnetic interference with the compass
- 72 Distances
- units
  - measurement of distance in relation to map projection
- 73 Charts in practical navigation
- plotting positions
  - latitude and longitude
  - bearing and distance
  - use of navigation protractor
  - measurement of tracks and distances
- 74 [Chart reference material/map reading]
- [map analysis]
  - topography
  - relief
  - cultural features
    - [permanent features (e.g. line features, spot features, unique or special features)]
    - [features subject to change (e.g. water)]
  - [preparation]
  - [folding the map for use]
  - [methods of map reading]
  - [map orientation]
  - [checkpoint features]
  - [anticipation of checkpoints]
    - [with continuous visual contact]
    - [without continuous visual contact]
    - [when uncertain of position]
  - aeronautical symbols
  - aeronautical information
  - conversion of units
- 75 Principles of navigation
- IAS, CAS and TAS
  - track, true and magnetic
  - wind velocity, heading and groundspeed
  - triangle of velocities
  - calculation of heading and groundspeed
  - drift, wind correction angle
  - ETA
  - dead reckoning, position, fix
- 76 The navigation computer
- use of the circular slide rule to determine
    - TAS, time and distance
    - conversion of units
    - fuel required
    - pressure, density and true altitude
    - time en-route and ETA
  - use of the computer to solve triangle of velocities
  - application of TAS and wind velocity to track
  - determination of heading and ground speed



AMC FCL 2.125 (continued)

- drift and wind correction angle
- 77 Time
- relationship between universal co-ordinated (standard) (UTC) time and local mean time (LMT)
  - definition of sunrise and sunset times
- 78 Flight planning
- selection of charts
  - route and aerodrome weather forecasts and reports
  - assessing the weather situation
  - plotting the route
  - considerations of controlled/regulated airspace, airspace restrictions, danger areas, etc
  - use of AIP and NOTAMS
  - ATC liaison procedures in controlled/regulated airspace
  - fuel considerations
  - en-route safety altitude(s)
  - alternate aerodromes
  - communications and radio/navaid frequencies
  - compilation of flight log
  - compilation of ATC flight plan
  - selection of check points, time and distance marks
  - mass and balance calculations
  - mass and performance calculations
- 79 Practical navigation
- compass headings, use of deviation card
  - organisation of in-flight workload
  - departure procedure, log entries, altimeter setting and establishing IAS
  - maintenance of heading and altitude
  - use of visual observations
  - establishing position, checkpoints
  - revisions to heading and ETA
  - arrival procedures, ATC liaison
  - completion of flight log and helicopter log entries

**Radio navigation**

- 80 Ground D/F
- application
  - principles
  - presentation and interpretation
  - coverage
  - errors and accuracy
  - factors affecting range and accuracy
- 81 ADF, including associated beacons (NDBs) and use of the RMI
- application
  - principles
  - presentation and interpretation
  - coverage
  - errors and accuracy
  - factors affecting range and accuracy
- 82 VOR/DME
- application
  - principles

AMC FCL 2.125 (continued)

- presentation and interpretation
  - coverage
  - errors and accuracy
  - factors affecting range and accuracy
- 83 GPS/DGPS
- application
  - principles
  - presentation and interpretation
  - coverage
  - errors and accuracy
  - factors affecting range and accuracy
- 84 Ground radar
- application
  - principles
  - presentation and interpretation
  - coverage
  - errors and accuracy
  - factors affecting range and accuracy
- 85 Secondary surveillance radar
- principles (transponders)
  - application
  - presentation and interpretation
  - modes and codes

**OPERATIONAL PROCEDURES**

- 86 ICAO Annex 6, Part III – Operation of helicopters
- foreword
  - definitions
  - general statement
  - flight preparation and in-flight procedures
  - performance and operating limitations
  - instruments and equipment
  - communications and navigation equipment
  - maintenance
  - flight crew
  - lights to be displayed
- 87 ICAO Annex 12 – Search and rescue
- definitions
  - alerting phases
  - procedures for pilot-in-command (paragraphs 5.8 and 5.9)
  - search and rescue signals (paragraph 5.9 and Appendix A)
- 88 ICAO Annex 13 – Aircraft accident investigation
- definitions
  - national procedures
- 89 ICAO Annex 16 – Environmental Protection – Noise limitations
- Noise abatement
- general procedures
  - application to take-off and landing
  - criteria

## AMC FCL 2.125 (continued)

- limits
  - noise limitation certificate
- 90 Contravention of aviation regulations
- offences
  - penalties

**PRINCIPLES OF FLIGHT**

- 91 The atmosphere
- composition and structure
  - ICAO standard atmosphere
  - atmospheric pressure
- 92 Airflow around a body, sub-sonic
- air resistance and air density
  - boundary layer
  - friction forces
  - laminar and turbulent flow
  - Bernoulli's principle – venturi effect
- 93 Airflow about a two dimensional aerofoil
- airflow around a flat plate
  - airflow around a curved plate (aerofoil)
  - description of aerofoil cross section
  - lift and drag
  - $C_l$  and  $C_d$  and their relationship to angle of attack
- 94 Three dimensional flow about an aerofoil
- aerofoil shapes and wing platforms
  - induced drag
    - downwash angle, vortex drag, ground effect
    - aspect ratio
  - parasite (profile) drag
    - form, skin friction and interference drag
  - lift/drag ratio
- 95 Rotor aerodynamics
- blade movement ( feathering, flapping, dragging )
  - forces acting on rotors ( blades lift/drag, weight, rotor thrust, H-force )
  - forces acting on entire helicopter ( M.R.thrust, helicopter weight, fuselage drag, tail rotor thrust )
  - finite blade element and momentum theory
  - advancing blade high mach, retreating blade high incidence
  - distribution of lift
  - autorotation anti-torque
- 96 Flying controls
- the three planes
    - pitching about the lateral axis
    - rolling about the longitudinal axis
    - yawing about the normal axis
  - effects of cyclic, collective and rudder pedal inputs
  - stabiliser and rudder
  - control in pitch, roll and yaw
  - cross coupling, roll and yaw
  - effect of rotor configuration on control power

## SECTION 2

AMC FCL 2.125 (continued)

## JAR-FCL 2 Subpart C

- 97     Stability
  - definitions of static and dynamic stability
  - longitudinal stability
  - centre of gravity effect on control in pitch
  - lateral and directional stability
  - interrelationship, lateral and directional stability
- 98     Load factor and manoeuvres
  - structural considerations
  - manoeuvring and gust envelope
  - limiting load factors
  - changes in load factor in turns and pull-ups
  - vibrations, controls feedback
  - in-flight precautions
  - H/V diagram, take off and landing

Stress loads on the ground

  - side loads on the landing gear
  - landing
  - taxiing, precautions during turns
- 99     Helicopter specific hazards
  - ground resonance
  - blade stall
  - mast bumping
  - vortex ring ( main and tail rotor )
  - settling with power
  - dynamic and static rollover

## COMMUNICATIONS

- 100    Radio telephony and communications
  - use of AIP and frequency selection
  - microphone technique
  - phonetic alphabet
  - station/helicopter callsigns/abbreviations
  - transmission technique
  - use of standard words and phrases
  - listening out
  - required 'readback' instructions
- 101    Departure procedures
  - radio checks
  - taxi instructions
  - holding on ground
  - departure clearance
- 102    En-route procedures
  - frequency changing
  - position, altitude/flight level reporting
  - flight information service
  - weather information
  - weather reporting
  - procedures to obtain bearings, headings, position
  - procedural phraseology
  - height/range coverage

AMC FCL 2.125 (continued)

- 103    Arrival and traffic pattern procedures
  - arrival clearance
  - calls and ATC instructions during the:
    - circuit
    - approach and landing
    - vacating runway or landing site
- 104    Communications failure
  - Action to be taken
    - alternate frequency
    - serviceability check, including microphone and headphones
  - in-flight procedures according to type of airspace
- 105    Distress and urgency procedures
  - distress (Mayday), definition and when to use
  - frequencies to use
  - contents of Mayday message
  - urgency (Pan), definition and when to use
  - frequencies to use
  - relay of messages
  - maintenance of silence when distress/urgency calls heard
  - cancellation of distress/urgency

**General flight safety**

- 106    Helicopter
  - seat adjustment and security
  - harnesses and seat belts
  - emergency equipment and its use
    - fire extinguisher
    - engine/cabin fires
    - anti-icing – de-icing systems
    - survival equipment, life jackets, life rafts
  - carbon monoxide poisoning
  - refuelling precautions
  - flammable goods/pressurised containers
- 107    Operational
  - wake turbulence
  - low level flight (obstacles, wires)
  - wind shear, take-off, approach and landing
  - passenger briefings
  - emergency exits
  - evacuation from the helicopter
    - forced landings (limited power, autorotation)
    - ditching (limited power, autorotation)

**SYLLABUS OF FLIGHT INSTRUCTION FOR THE PRIVATE PILOT LICENCE (HELICOPTER)****[Note : Airmanship should be included as required in each exercise]****[Exercise 1a    Familiarisation with the helicopter**

- characteristics of the helicopter, external features]
- cockpit layout

AMC FCL 2.125 (continued)

- systems
- check lists, procedures, controls

**[Exercise 1b    Emergency procedures]**

- action in the event of fire on the ground and in the air
- engine, cabin and electrical system fire
- systems failures
- escape drills, location and use of emergency equipment and exits

**Exercise 2      Preparation for and action after flight**

- flight authorisation and helicopter acceptance
- serviceability documents
- equipment required, maps, etc.
- external checks
- internal checks
- [seat, harness and flight controls adjustments
- starting and warm up checks clutch engagement, starting rotors]
- power checks
- running down system checks and switching off the engine
- parking, security and picketing
- completion of authorisation sheet and serviceability documents

**Exercise 3      Air experience**

- [to introduce the student to rotary wing flight]
- flight exercise

**Exercise 4      Effects of controls**

- [function of flight controls, primary and secondary effect
- effect of airspeed
- effect of power changes (torque)
- effect of yaw(sideslip)
- effect of disc loading (bank and flare)
- effect on controls of selecting hydraulics on/off
- effect of control friction
- instruments
- use of carburettor heat/anti-icing control]

**Exercise 5      Power and attitude changes**

- [relationship between cyclic control position, disc attitude, fuselage attitude, airspeed
- flapback
- power required diagram in relation to airspeed
- power and airspeed changes in level flight
- use of instruments for precision
- engine and airspeed limitations

**Exercise 6a      Straight and level**

- at normal cruising power, attaining and maintaining straight and level flight
- control in pitch, including use of control friction and/or trim
- maintaining direction and balance, (ball/yawstring use)
- setting power for selected airspeeds/speed changes
- use of instruments for precision

## Exercise 6b Climbing

- optimum climb speed, best angle/rate of climb from power required diagram
- initiation, maintaining the normal and maximum rate of climb, levelling off
- levelling off at selected altitudes/heights
- use of instruments for precision]

## [Exercise 6c Descending

- optimum descent speed, best angle/rate of descent from power required diagram
- initiation, maintaining and levelling off
- levelling off at selected altitudes/heights
- descent (including effect of power and airspeed)
- use of instruments for precision

## Exercise 6d Turning

- initiation and maintaining medium level turns
- resuming straight flight
- altitude, bank and co-ordination
- climbing and descending turns and effect on rate of climb/descent
- turns onto selected headings, use of gyro heading indicator and compass
- use of instruments for precision

## Exercise 7 Basic autorotation

- safety checks, verbal warning, lookout
- entry, development and characteristics
- control of airspeed and RRPM, rotor and engine limitations
- effect of AUM, IAS, disc loading, G forces and density altitude
- re-engagement and go around procedures (throttle over-ride/ERPM control)
- vortex condition during recovery
- gentle/medium turns in autorotation
- demonstration of variable flare simulated engine off landing

## Exercise 8a Hovering

- demonstrate hover I.G.E, importance of wind effect and attitude, ground cushion, stability in the hover, effects of over controlling
- student holding cyclic stick only
- student handling collective lever (and throttle) only
- student handling collective lever, (throttle) and pedals
- student handling all controls
- demonstration of ground effect
- demonstration of wind effect
- demonstrate gentle forward running touchdown
- specific hazards e.g. snow, dust, litter

## Exercise 8b Hover taxiing, spot turns

- revise hovering
- precise ground speed/height control
- effect of wind direction on helicopter attitude and control margin
- control, co-ordination during spot turns
- carefully introduce gentle forward running touchdown

AMC FCL 2.125 (continued)

Exercise 8C Hovering, taxiing emergencies

- revise hovering and gentle forward running touchdown, explain (demonstrate where applicable) effect of hydraulics failure in the hover
- demonstrate simulated engine failure in the hover and hover taxi
- demonstrate dangers of mishandling and over-pitching]

[Exercise 9 Take-off and landing

- pre-take off checks/drills
- lookout
- lifting to hover
- after take-off checks
- danger of horizontal movement near ground
- danger of mishandling and overpitching
- landing (without sideways or backwards movement)
- after landing checks/drills
- take-off and landing cross wind, downwind

Exercise 10 Transitions from hover to climb and approach to hover

- lookout
- revise take-off and landing
- ground effect, translational lift and its effects
- flapback and its effects
- effect of wind speed/direction during transitions from/to the hover
- the constant angle approach
- demonstration of variable flare simulated engine off landing

Exercise 11a Circuit, approach and landing

- revise transitions from hover to climb and approach to hover
- circuit procedures, downwind, base leg
- approach and landing with power
- pre landing checks
- effect of wind on approach and I.G.E. hover
- crosswind approach and landing
- go around
- noise abatement procedures

Exercise 11b Steep and limited power approaches and landings

- revise the constant angle approach
- the steep approach (explain danger of high sink rate and low air speed)
- limited power approach (explain danger of high speed at touch down)
- use of the ground effect
- variable flare simulated engine off landing

Exercise 11c Emergency procedures

- abandoned take-off
- missed approach/go-around
- hydraulic OFF landing, (if applicable)
- tail rotor control or tail rotor drive failure (briefing only)
- simulated emergencies in the circuit to include:
  - hydraulics failure
  - simulated engine failure on take-off, cross wind, downwind and baseleg
- governor failure



AMC FCL 2.125 (continued)

## Exercise 12 First solo

- instructor's briefing, observation of flight and debriefing
- warn of change of attitude from reduced and laterally displaced weight
- warn of low tail, low skid/wheel during hover, landing
- warn of dangers of loss of RRPM and overpitching]
- [pre take-off checks
- into wind take-off
- procedures during and after take-off
- normal circuit, approaches and landings
- action in the event of an Emergency

## Exercise 13 Sideways and backwards hover manoeuvring

- manoeuvring sideways flight heading into wind
- manoeuvring backwards flight heading into wind
- combination of sideways and backwards manoeuvring
- manoeuvring sideways and backwards, heading out of wind
- stability, weathercocking
- recovery from backwards manoeuvring, (pitch nose down)
- groundspeed limitations for sideways and backwards manoeuvring

## Exercise 14 Spot turns

- revise hovering into wind and downwind
- turn on spot through 360°:
  - around pilots position
  - around tail rotor
  - around helicopter geometric centre
  - square, safe visibility clearing turn
- rotor RPM control, torque effect, cyclic limiting stops due to C of G position and wind speed/direction

## Exercise 15 Hover out of ground effect (OGE), vortex ring

- establishing hover O.G.E
- drift/height/power control
- demonstration of incipient stage of vortex ring, recognition and recovery (from a safe altitude)
- loss of tail rotor effectiveness

## Exercise 16 Simulated engine off landings (EOL)

- the effect of weight, disc loading, density altitude, RRPM decay
- revise basic autorotation entry
- optimum use of cyclic and collective to control speed/RRPM
- variable flare simulated EOL
- demonstrate constant attitude simulated EOL
- demonstrate simulated EOL from hover/hover taxi
- demonstrate simulated EOL from transition and low level

## Exercise 17 Advanced autorotation

- over a selected point at various height and speed
- revise basic autorotation - note ground distance covered
- range autorotation

AMC FCL 2.125 (continued)

- low speed autorotation
- constant attitude autorotation (terminate at safe altitude)
- 'S' turns
- turns through 180° and 360°
- effects on angles of descent, IAS, RRPM and effect of AUM]

[Exercise 18 Practice forced landings

- procedure and choice of the forced landing area
- forced landing checks and crash action
- re-engagement and go-around procedures

Exercise 19 Steep turns

- steep (level) turns (30° bank)
- maximum rate turns (45° bank if possible)
- steep autorotative turns
- faults in the turn - balance, attitude, bank and co-ordination
- RRPM control, disc loading
- vibration and control feedback
- effect of wind at low level

Exercise 20 Transitions

- revise ground effect, translational lift, flapback
- maintaining constant height, (20-30 feet AGL):
  - transition from hover to minimum 50 knots IAS and back to hover
- demonstrate effect of wind

Exercise 21 Quickstops

- use of power and controls
- effect of wind
- quickstops into wind
- quickstops from crosswind and downwind terminating into wind
- danger of vortex ring
- danger of high disc loading

Exercise 22a Navigation

Flight planning

- weather forecast and actuals
- map selection and preparation and use
- choice of route
  - controlled airspace, danger and prohibited areas
  - safety altitudes and noise abatement considerations
- calculations
  - magnetic heading(s) and time(s) en-route
  - fuel consumption
  - mass and balance
- flight information
  - NOTAMs etc
  - radio frequencies
  - selection of alternate landing sites
- helicopter documentation
- notification of the flight
  - pre-flight administrative procedures

AMC FCL 2.125 (continued)

- flight plan form (where appropriate)
- Departure
  - organisation of cockpit workload
  - departure procedures
    - altimeter settings
    - ATC liaison in controlled/regulated airspace]
    - [– setting heading procedure
    - noting of ETAs
  - maintenance of height/altitude and heading
  - revisions of ETA and heading
    - 10° line, double track and track error, closing angle
    - 1 in 60 rule
    - amending an ETA]
  - log keeping
  - use of radio
  - use of nav aids
  - minimum weather conditions for continuation of flight
  - in-flight decisions
  - transiting controlled/regulated airspace
  - uncertainty of position procedure
  - lost procedure

- Arrival, aerodrome joining procedure
  - ATC liaison in controlled/regulated airspace
  - altimeter setting
  - entering the traffic pattern
  - circuit procedures
- parking
- security of helicopter
- refuelling
- closing of flight plan, (if appropriate)
- post-flight administrative procedures

[Exercise 22b Navigation problems at low heights and in reduced visibility]

- actions prior to descending
- hazards (e.g. obstacles, other aircraft)
- difficulties of map reading
- effects of wind and turbulence
- avoidance of noise sensitive areas
- joining the circuit
- bad weather circuit and landing

Exercise 22c Radio navigation

- Use of VHF Omni Range
  - availability, AIP, frequencies
  - selection and identification
  - omni bearing selector (OMB)
  - to/from indications, orientation
  - course deviation indicator (CDI)
  - determination of radial
  - intercepting and maintaining a radial
  - VOR passage
  - obtaining a fix from two VORs
- use of automatic direction finding equipment (ADF)/non directional beacons (NDBs)
  - availability, AIP, frequencies

AMC FCL 2.125 (continued)

- selection and identification
  - orientation relative to the beacon
  - homing
- use of VHF direction finding (VHF/DF)
  - availability, AIP, frequencies
  - RTF procedures and ATC liaison]
- [– obtaining a QDM and homing
- use of en-route/terminal radar
  - availability, AIP
  - procedures and ATC liaison
  - pilots responsibilities
  - secondary surveillance radar
    - transponders
    - code selection
    - interrogation and reply
- use of distance measuring equipment (DME)
  - station selection and identification
  - modes of operation
    - distance, groundspeed, time to run

Exercise 23 Advanced take-off, landings, transitions

- landing and take-off out of wind (performance reduction)
- ground effect, translational lift and directional stability variation when out of wind
- downwind transitions
- vertical takeoff over obstacles
- reconnaissance of landing site
- running landing
- zero speed landing
- cross wind and downwind landings
- steep approach
- go-around

Exercise 24 Sloping ground

- limitations, assessing slope angle
- wind and slope relationship - blade and control stops
- effect of C of G when on slope
- ground effect on slope, power required
- right skid up slope
- left skid up slope
- nose up slope
- avoidance of dynamic roll over, dangers soft ground and sideways movement on touchdown
- danger of striking main/tail rotor by harsh control movement near ground

Exercise 25 Limited power

- take-off power check
- vertical take-off over obstacles
- in flight power check
- running landing
- zero speed landing
- approach to low hover
- approach to hover
- approach to hover OGE
- steep approach

AMC FCL 2.125 (continued)

- go-around

**Exercise 26     Confined areas**

- landing capability, performance assessment
- locating landing site, assessing wind speed/direction]
- [– reconnaissance of landing site
- select markers
- select direction and type of approach
- circuit
- approach to committed point and go around
- approach
- clearing turn
- landing
- power check, performance assessment in and out of ground effect
- normal take-off to best angle of climb speed
- vertical take-off from hover

**Exercise 27     Basic instrument flight**

- physiological sensations
- instrument appreciation
  - attitude instrument flight
  - instrument scan
- instrument limitations
- basic manoeuvres
  - straight and level at various airspeeds and configurations
  - climbing and descending
  - standard rate turns, climbing and descending, onto selected headings
- recoveries from climbing and descending turns
- recoveries from unusual attitudes

**Exercise 28a     Night flying (if night qualification required)**

- pre-flight inspection using torch, pan lights, etc.
- take-off (no sideways or backwards manoeuvring)
- hover taxi (higher and slower than by day)
- transition to climb
- level flight
- approach and transition to hover
- landing
- autorotation
- practice forced landing (with flares if appropriate - simulated)
- night Emergencies (e.g. failure of lights, etc.)

**Exercise 28b     Night cross country (if night qualification required)**

- nav principles as for day cross country
- map marking (highlighting built up areas with thicker lines, etc.)]

**REQUIREMENTS FOR ENTRY TO TRAINING**

Before being accepted for training an applicant should be informed that the appropriate medical certificate must be obtained before solo flying is permitted.

[Amdt. 1, 01.12.00]

**IEM FCL 2.135**  
**PPL(H) skill test form**  
 (See JAR–FCL 2.135)

**APPLICATION AND REPORT FORM FOR THE PPL(H) SKILL TEST**

Applicant's last name:		First name:	
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<b>1</b>	<b>Details of the flight</b>		
Type of helicopter:		Departure aerodrome/site:	
Registration:		Destination aerodrome/site:	
Take-off time:			
Landing time:			
Total flight time:			

<b>2</b>	<b>Result of the test</b> <i>*delete as necessary</i>		
Passed*	Failed*	Partial pass*	

<b>3</b>	<b>Remarks</b>

Location and date:		Type and number of FE's licence:	
Signature of FE:		Name of FE, in capitals:	

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## AMC/IEM D – COMMERCIAL PILOT LICENCE

**AMC FCL 2.160 & 2.165(a)(1)****ATP(H) Integrated course****See JAR-FCL 2.160 & 2.165**

(See AMC FCL 2.470(a))

(See IEM FCL 2.170)

(See Appendix 1 to JAR-FCL 2.470)

The flight instruction is divided into four phases:

**Phase 1**

1 Flight exercises up to the first solo flight comprise a total of not less than 12 hours dual flight instruction on a helicopter including:

- a. pre-flight operations, mass and balance determination helicopter inspection and servicing;
- b. aerodrome and traffic pattern operations, collision avoidance and procedures;
- c. control of the helicopter by external visual reference;
- d. take-offs, landings, hovering, look out turns and normal transitions from and to the hover;
- e. emergency procedures, basic autorotations, simulated engine failure, ground resonance recovery if relevant to type.

**Phase 2**

2 Flight exercises until general handling and day VFR navigation progress check, and basic instrument flying progress check. This [phase] comprises a total flight time of not less than [118] hours including [63] hours of dual flight instruction, [15] hours of solo flight and [40] hours flown as student pilot-in-command. The instruction and testing contain the following:

- a. sideways and backwards flight, turns on the spot;
- b. incipient vortex ring recovery;
- c. advanced/touchdown autorotations, simulated engine-off landings, practice forced landings. Simulated equipment malfunctions and emergency procedures relating to malfunctions of engines, controls, electrical and hydraulic circuits;
- d. steep turns;
- e. transitions, quick stops, out of wind manoeuvres, sloping ground landings and take-offs;
- f. limited power and confined area operations including low level operations to and from unprepared sites;
- g. [ ] flight by sole reference to basic flight instruments including completion of a 180° turn and recovery from unusual attitudes to simulate inadvertent entry into cloud;
- h. cross-country flying [ ] by external visual reference, dead reckoning and radio navigation aids, diversion procedures;
- i. aerodrome and traffic pattern operations at different aerodromes;
- j. operations to, from and transiting controlled aerodromes; compliance with air traffic services procedures, radio telephony procedures and phraseology;
- k. application of meteorological briefing arrangements, evaluation of weather conditions for flight and use of Aeronautical Information Services (AIS);
- l. night flight including take-offs and landings as pilot-in-command;
- m. general handling, day VFR navigation and basic instrument flying progress checks in accordance with Appendix 1 to JAR-FCL 2.170, conducted by a flight instructor not connected with the applicants training.



AMC FCL 2.160 & 2.165(a)(1) (continued)

### Phase 3

3 Flight exercises up to Instrument Rating skill test. This part comprises a total of 45 hours flight time including 40 hours instrument flight time and 5 hours VFR conversion training on a multi-engine helicopter.

The total flight time includes 15 hours student pilot-in-command. 20 Hours may be instrument ground time in a flight simulator or FNPT II, or 10 hours may be instrument ground time in a FNPT I .

The instruction and testing shall contain the following:

- 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. Procedures 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 procedure.
  - landings from instrument approaches.
  - in-flight manoeuvres and particular flight characteristics.
- c. 10 hours flight time of a multi-engine helicopter 5 hours of which shall be instrument flight in the exercises of 3(b) including operation of the helicopter by reference to instruments with one engine simulated inoperative.

### Phase 4

4 Instruction and testing in multi-crew co-operation (MCC) comprise the relevant training requirements set out in Appendix 1 to JAR-FCL 2.261(d) and AMC FCL 2.261(d).

5 If a type rating for multi-pilot helicopter is not required on completion of this part, the applicant shall be provided with a certificate of course completion for MCC training (see Appendix 1 to AMC FCL 2.261(d)).

[Amdt. 1, 01.12.00; Amdt. 2, 01.11.02; Amdt. 3, 01.09.03]

**AMC FCL 2.160 & 2.165(a)(2)****CPL(H) integrated course****See JAR-FCL 2.160 & 2.165**

(See AMC-FCL 2.470 (b))

(See IEM-FCL 2.170)

(See Appendix 1 to JAR-FCL 2.170)

The flight instruction is divided into two phases.

**Phase 1**

1 Flight exercises up to the first solo flight. This part comprises a total of not less than 12 hours dual flight instruction on a helicopter including:

- a. pre-flight operations, mass and balance determination helicopter inspection and servicing;
- b. aerodrome and traffic pattern operations, collision avoidance and procedures;
- c. control of the helicopter by external visual reference;
- d. take-offs, landings, hovering, look out turns and normal transitions from and to the hover;
- e. emergency procedures, basic autorotations, simulated engine failure, ground resonance recovery if relevant to type.

**Phase 2**

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

- a. sideways and backwards flight, turns on the spot;
- b. incipient vortex ring recovery;
- c. touchdown/advanced autorotations and simulated engine-off landings, practice forced landings. Simulated equipment malfunctions and emergency procedures relating to malfunctions of engines, controls, electrical and hydraulic circuits;
- d. steep turns;
- e. transitions, quick stops, out of wind manoeuvres, sloping ground landings and take-offs;
- f. limited power and confined area operations including selection of and low level operations to and from unprepared sites;
- g. flight by sole reference to basic flight instruments, including completion of a 180° turn and recovery from unusual attitudes to simulate inadvertent entry into cloud;
- h. cross-country flying by external visual reference, dead reckoning and radio navigation aids, diversion procedures;
- i. aerodrome and traffic pattern operations at different aerodromes;
- j. operations to, from and transiting controlled aerodromes, compliance with air traffic services procedures, radio telephony procedures and phraseology;
- k. application of meteorological briefing arrangements, evaluation of weather conditions for flight and use of Aeronautical Information Services (AIS);
- l. general handling progress test conducted by a delegated instructor not connected with the applicant's training;
- m. night flight including take-offs and landings as pilot-in-command;

AMC FCL 2.160 & 2.165(a)(2) (continued)

n. general handling, day VFR navigation and basic instrument flying progress checks in accordance with Appendix 1 to JAR-FCL 2.170, conducted by a flight instructor not connected with the applicants training.

[Amdt. 1, 01.12.00; Amdt. 2, 01.11.02; Amdt. 3, 01.09.03]

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**AMC FCL 2.160 & 2.165(a)(3)****CPL(H) modular course****See JAR-FCL 2.160 & 2.165**

(See AMC-FCL 2.470 (b))

(See IEM-FCL 2.170)

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

**Visual flight**

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

- a. Pre-flight operations: mass and balance calculations, helicopter inspection and servicing.
- b. Level flight speed changes, climbing, descending, turns, basic autorotations, use of checklist, collision avoidance, checking procedures.
- c. Take-offs and landings, traffic pattern, approach, simulated engine failures in the traffic pattern. Sideways and backwards flight and spot turns in the hover.
- d. Recovery from incipient vortex ring condition.
- e. Advanced autorotations covering the speed range from low speed to maximum range and manoeuvre in autorotations (180° 360° and 'S' turns), simulated engine off landings.
- f. Selection of emergency landing areas, autorotations following simulated emergencies to given areas. Steep turns at 30° and 45° bank.
- g. Manoeuvres at low level and quickstops.
- h. Landings, take-offs and transitions to and from the hover when heading out of wind.
- i. Landings and take-offs from sloping or uneven ground.
- j. Landings and take-offs with limited power.
- k. Low level operations into and out of confined landing sites.
- l. Cross-country flying – using dead reckoning and radio navigation aids. Flight planning by the applicant; filing of ATC flight plan; evaluation of weather briefing documentation, NOTAM etc; radiotelephony procedures and phraseology; positioning by radio navigation aids; operation to, from and transiting controlled aerodromes, compliance with air traffic services procedures for VFR flights, simulated radio communication failure, weather deterioration, diversion procedures; location of an off airfield landing site and simulated approach.

**Basic Instrument Flight**

A maximum of 5 hours of the following exercises may be performed in a FNPT I or II or a flight simulator. Flight training should be carried out in VMC using a suitable means of simulating IMC for the student

- m. Instrument flying without external visual cues. Level flight performing speed changes, maintaining flight altitude (level, heading) turns in level flight at rate one and 30° bank, left and right; roll-out on predetermined headings.

AMC FCL 2.160 & 2.165(a)(3) (continued)

- n. Repetition of exercise (m); additionally climbing and descending, maintaining heading and speed, transition to horizontal flight; climbing and descending turns.
- o. Repetition of exercise (m); and recovery from unusual attitudes.
- p. Radio navigation.
- q. Repetition of exercise (m); and turns using standby magnetic compass and standby artificial horizon (if fitted).

[Amdt. 1, 01.12.00; Amdt. 3, 01.09.03]

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IEM FCL 2.170  
CPL(H) skill test form  
See JAR-FCL 2.170

**APPLICATION AND REPORT FORM FOR THE CPL(H) SKILL TEST**

Applicant's last name:		First name:	
Licence held:		Number:	

<b>1</b>	<b>Details of the flight</b>		
Type of helicopter:		Departure aerodrome/site:	
Registration:		Destination aerodrome/site:	
Take-off time:			
Landing time:			
Total flight time:			

<b>2</b>	<b>Result of the test</b> <i>*delete as necessary</i>		
Passed*	Failed*	Partial pass*	

<b>3</b>	<b>Remarks</b>

Location and date:		Type and number of FE's licence:	
Signature of FE:		Name of FE, in capitals:	

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## AMC/IEM E – INSTRUMENT RATING

**IEM FCL 2.210**  
**IR(H) skill test form**  
**See JAR-FCL 2.185 & 2.210**

## APPLICATION AND REPORT FORM FOR THE IR(H) SKILL TEST

Applicant's last name:		First names:	
Licence held:		Number:	
State of licence issue in which test performed:		Signature:	

<b>1</b>	<b>Details</b>		
Type of helicopter:		Registration:	

<b>2</b>	<b>Result of the test</b> <i>*delete as necessary</i>		
Passed*	Failed*	Partial pass*	

<b>3</b>	<b>Remarks</b>

Location and date:		Type and number of FE's licence:	
Signature of FE:		Name of FE, in capitals:	



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## AMC/IEM F – TYPE RATING

## IEM FCL 2.240(b)(1)

ATPL/type rating/training/skill test and proficiency check on multi-pilot helicopters

See JAR-FCL 2.240

## APPLICATION AND REPORT FORM

Applicant's last name		First name	
Type of licence		Number	
State	Type rating as pilot in command/co-pilot*	Signature of applicant	
Multi-engine helicopter		Proficiency check	
Training record		Type rating	
Skill test		ATPL(H)	

Satisfactory completion of Type rating -training according to requirements is certified below:

<b>1</b>	<b>Theoretical training for the issue of a type rating performed during period</b>		
from:	to:	at:	
mark obtained:	% (Pass mark 75%):	Type and number of licence:	
Signature of instructor		Name in capital letters	

<b>2</b>	<b>Flight simulator (helicopter type):</b>	Three or more axes	YES*	NO*	Ready for service and used
Flight simulator manufacturer:		motion / system			
Flight simulator operator:		Visual aid:	YES*	NO*	
Total training time at the controls:					
Instrument approaches at aerodromes to a decision altitude of:					
Location/date/time:		Signature of type rating instructor/examiner*:			
Type and No of licence:		Name in capital letters:			

<b>3</b>	<b>Flight training:</b>		
Type of helicopter:	Registration:	Flight time at the controls:	
Take-offs	Landings:	Training aerodromes/sites (take-offs, approaches and landings)	
Location and date:	Signature of type rating instructor/examiner*:		
Type and No of licence	Name in capital letters		

<b>4</b>	Skill test/Proficiency Check Remark: if the applicant failed the examiner shall indicate the reasons why	<i>Passed*</i>	<i>Failed*</i>	SIM/Aircraft Reg:
Location and date		Type and number of licence		
Signature of authorised examiner*		Name in capital letters		

\*delete as necessary

**IEM FCL 2.240(b)(2)**

**Type rating/training/skill test and proficiency check on single-engine and multi-engine single-pilot helicopters and the addendum to the PPL and the CPL skill test in multi-engine single-pilot helicopters**

**See JAR-FCL 2.240**

<b>APPLICATION AND REPORT FORM</b>
------------------------------------

Applicant's last name		First name	
Type of licence		Number	
State		Signature of applicant	
Helicopter		Proficiency check	
Training record		Type rating	
Skill test			

*Satisfactory completion of Type rating -training according to requirements is certified below:*

<b>1</b>	<b>Theoretical training for the issue of a type rating performed during period</b>		
from:	to:	at:	
mark obtained:	% (Pass mark 75%):	Type and number of licence:	
Signature of instructor		Name in capital letters	

<b>2</b>	<b>Flight simulator (helicopter type):</b>	Three or more axes	YES*	NO*	Ready for service and used
Flight simulator manufacturer:		motion / system			
Flight simulator operator:		Visual aid:	YES*	NO*	
Total training time at the controls:					
Instrument approaches at aerodromes to a decision altitude of:					
Location/date/time:		Signature of type rating instructor/examiner*:			
Type and No of licence:		Name in capital letters:			

<b>3</b>	<b>Flight training:</b>		
Type of helicopter:	Registration:	Flight time at the controls:	
Take-offs	Landings:	Training aerodromes/sites (take-offs, approaches and landings)	
Location and date:		Signature of type rating instructor/examiner*:	
Type and No of licence		Name in capital letters	

<b>4</b>	Skill test/Proficiency Check Remark: if the applicant failed the examiner shall indicate the reasons why	<i>Passed*</i>	<i>Failed*</i>	SIM/Aircraft Reg:
Location and date				Type and number of licence
Signature of authorised examiner*				Name in capital letters

*\*delete as necessary*

**AMC FCL 2.261(a)****Syllabus of theoretical instruction for type ratings for single and multi-engine helicopters****See JAR-FCL 2.261(a)****See Appendix 1 to JAR-FCL 2.261(a)**

[ ]

## DETAILED LISTING

1 Helicopters structure, transmissions, rotors and equipment, normal and abnormal operation of systems.

1.1 Dimensions

1.2 Engine including aux. power unit, rotor and transmissions; if an initial type rating for a turbine engine helicopter is applied for, the applicant shall have received turbine engine instruction (see AMC FCL 2.470(b)).

1.2.1 type of engine/engines

1.2.2 in general the function of the following systems or components:

- engine
- aux. power unit
- oil system
- fuel system
- ignition system
- starting system
- fire warning and extinguishing system
- generators and generator drives
- power indication
- water/methanol injection

1.2.3 engine controls (including starter), engine instruments and indications in the cockpit, their function and interrelation and interpretation

1.2.4 engine operation, including APU, during engine start and engine malfunctions, procedures for normal operation in the correct sequence

1.2.5 transmission system

- lubrication
- generators and generator drives
- freewheeling units
- hydraulic drives
- indication and warning systems

1.2.6 type of rotor systems

- indication and warning systems

1.3 Fuel system

1.3.1 location of the fuel tanks, fuel pumps, fuel lines to the engines tank capacities, valves and measuring

1.3.2 the following systems:

- filtering
- fuelling and defuelling heatings
- dumping
- transferring
- venting

1.3.3 in the cockpit

the monitors and indicators of the fuel system, quantity and flow indication, interpretation

AMC FCL 2.261(a) (continued)

- 1.3.4 fuel procedures distribution into the various tanks  
fuel supply and fuel dumping
- 1.4 Air conditioning
  - 1.4.1 components of the system and protection devices
  - 1.4.2 cockpit monitors and indicators  
interpretation with regard to the operational condition
  - 1.4.3 normal operation of the system during start, cruise approach and landing, air conditioning airflow and temperature control
- 1.5 Ice and rain protection, windshield wipers and rain repellent
  - 1.5.1 ice protected components of the helicopter, including engines and rotor systems, heat sources, controls and indications
  - 1.5.2 operation of the anti-icing/de-icing system during T/O, climb, cruise and descent, conditions requiring the use of the protection systems
  - 1.5.3 controls and indications of the windshield wipers and rain repellent system operation
- 1.6 Hydraulic system
  - 1.6.1 components of the hydraulic system(s), quantities and system pressure, hydraulically actuated components associated to the respective hydraulic system
  - 1.6.2 controls, monitors and indicators in the cockpit, function and interrelation and interpretation of indications
- Landing gear, skids fixed, floats
  - 1.7.1 main components of the
    - main landing gear
    - nose gear
    - tail gear
    - gear steering
    - wheel brake system
  - 1.7.2 gear retraction and extension
  - 1.7.3 required tyre pressure, or location of the relevant placard
  - 1.7.4 controls and indicators including warning indicators in the cockpit in relation to the retraction/extension condition of the landing gear
  - 1.7.5 components of the emergency extension system
- 1.8 Flight controls, stab-and autopilot systems
  - 1.8.1 controls, monitors and indicators including warning indicators of the systems, interrelation and dependencies
- 1.9 Electrical power supply
  - 1.9.1 Number, power, voltage, frequency and if applicable phase and location of the main power system (AC or DC) auxiliary power system location and external power system
  - 1.9.2 location of the controls, monitors and indicators in the cockpit
  - 1.9.3 main and back-up power sources flight instruments, communication and navigation systems, main and back-up power sources
  - 1.9.4 location of vital circuit breakers
  - 1.9.5 generator operation and monitoring procedures of the electrical power supply
- 1.10 Flight instruments, communication, radar and navigation equipment, autoflight and flight recorder
  - 1.10.1 antennas

AMC FCL 2.261(a) (continued)

1.10.2 controls and instruments of the following equipment in the cockpit:

- flight instruments (e.g. airspeed indicator, pitot static system, compass system, flight director)
- flight management systems
- radar equipment (e.g. wx radar, transponder)
- communication and navigation system (e.g. HF, VHF, ADF, VOR/DME, ILS, marker beacon) and area navigation systems (e.g. GPS, VLF Omega)
- stabilisation and autopilot system
- flight data recorder, cockpit voice recorder, radio altimeter
- collision avoidance system
- ground proximity warning system
- HUMS (Health and Usage Monitoring System)

1.11 Cockpit, cabin and cargo compartment

1.11.1 operation of the exterior, cockpit, cabin and cargo compartment lighting and the emergency lighting

1.11.2 operation of the cabin doors and emergency exits

1.12 Emergency equipment

operation and correct application of the following emergency equipment in the helicopter:

- | <i>Mobile equipment</i>      | <i>Fixed equipment</i> |
|------------------------------|------------------------|
| – portable fire extinguisher | emergency floats       |
| – first aid kits             |                        |
| – portable oxygen equipment  |                        |
| – emergency ropes            |                        |
| – life vest                  |                        |
| – life rafts                 |                        |
| – emergency transmitters     |                        |
| – crash axes                 |                        |
| – megaphones                 |                        |
| – emergency signals          |                        |
| – torches                    |                        |

## 2 LIMITATIONS

2.1 General limitations, according to the helicopter flight manual

2.2 Minimum equipment list

## 3 PERFORMANCE, FLIGHT PLANNING AND MONITORING

3.1 Performance

Performance calculation concerning speeds, gradients, masses in all conditions for take-off, en route, approach and landing

3.1.1 Take off

- hover performance in and out of ground effect
- all approved profiles, cat A and B
- HV diagram
- take off and rejected take off distance
- take off decision point (TDP) or (DPAT)
- calculation of first and second segment distances
- climb performance

AMC FCL 2.261(a) (continued)

## 3.1.2 En-route

- airspeed indicator correction
- service ceiling
- optimum/economic cruising altitude
- max endurance
- max range
- cruise climb performance

## 3.1.3 Landing

- hovering in and out of ground effect
- landing distance
- landing decision point (LDP) or (DPBL)

## 3.1.4 Knowledge and/or calculation of

- $V_{lo}$ ,  $V_{le}$ ,  $V_{mo}$ ,  $V_x$ ,  $V_y$ ,  $V_{toss}$ ,  $V_{ne}$ ,  $V_{max\ range}$ ,  $V_{mini}$

## 3.2 Flight planning

Flight planning for normal and abnormal conditions

- optimum/maximum flight level
- minimum required flight altitude
- drift down procedure after an engine failure during cruise flight
- power setting of the engines during climb, cruise and holding under various circumstances as well as at the most economic cruising flight level
- optimum and maximum flight level and power setting after an engine failure

## 3.3 Effect of optional equipment on performance

## 4 LOAD, BALANCE AND SERVICING

## 4.1 Load and balance

- load and trim sheet with respect to the maximum masses for take-off and landing
- centre of gravity limits

## 4.1.1 influence of the fuel consumption on the centre of gravity

## 4.1.2 lashing points, load clamping, max ground load

4.2 Servicing on the ground  
servicing connections for

- fuel
- oil, etc...
- and safety regulations for servicing

## 5 EMERGENCY, PROCEDURES

6 SPECIAL REQUIREMENTS FOR EXTENSION OF A TYPE RATING FOR INSTRUMENT  
APPROACHES DOWN TO A DECISION HEIGHT OF LESS THAN 200 FT (60 M)

## 6.1 Airborne and ground equipment

- Technical requirements
- Operational requirements
- Operational reliability
- Fail operational
- Fail-passive
- Equipment reliability
- Operating procedures
- Preparatory measures
- Operational downgrading

AMC FCL 2.261(a) (continued)

- Communication

6.2 Procedures and limitations

- Operational procedures
- Crew co-ordination

7 SPECIAL REQUIREMENTS FOR HELICOPTERS WITH ELECTRONIC FLIGHT INSTRUMENT SYSTEMS (EFIS)

8 OPTIONAL EQUIPMENT

[Amdt. 2, 01.11.02]

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**AMC FCL 2.261(c)(2)****Guidelines for Approval of a Helicopter Type Rating Course****(See JAR-FCL 2.261(c)(2))****(See Appendix 1 and 2 to JAR-FCL 2.055)****TRAINING PROGRAMME****(1) Type**

For approval the course should, as far as possible, provide for integrated ground, flight simulator and flight training designated to enable the student to operate safely and qualify for the grant of a type rating. The course should be directed towards a helicopter type, but where variants exist, all flying and ground training forming the basis of the approved course should relate to a single variant.

**(2) Variants**

Additional training should be required in accordance with JAR-FCL 2.235(c).

**(3) Training in Helicopter and Synthetic Training Devices (STDs)**

The training programme should specify the amounts of flight training in the helicopter type and in STDs (simulators, flight training devices (FTDs), or other training devices (OTDs)) as agreed by the Authority. (See Appendix 2 to JAR-FCL 2.240). Where a suitable flight simulator is geographically remote from the normal training base, the Authority may agree to some additional training being included in the programme at a remote facility.

**(4) Skill Test**

The content of the flying training programme should be directed towards the skill test for that type. The practical training given in Appendix 2 and 3 to JAR-FCL 2.240 should be modified as necessary. The skill test may be completed in a helicopter, in a flight simulator or partially in a helicopter and in a flight simulator. The use of a STD for skill tests is governed by the level of approval of the flight simulator and the previous experience of the candidate. Where a flight simulator is not available, abnormal operations of systems should not be practised in a helicopter other than as allowed for in the skill test form for the type.

**(5) Phase Progress Tests and Final Theoretical Knowledge Examination**

Prior to the final theoretical knowledge examination covering the whole syllabus, the training programme should provide for phase progress tests associated with each phase of theoretical knowledge instruction. The phase progress tests should assess the candidate's knowledge on completion of each phase of the training programme.

**(6) Facilities: Ground School Equipment****Training Facilities and Aids**

A TRTO should provide, as a minimum, facilities for classroom instruction. Additional classroom training aids and equipment including, where appropriate, computers, should reflect the content of the course and the complexity of the helicopter. For multi-pilot helicopters, the minimum level of ground training aids for approval should include equipment that provides a realistic cockpit working environment. Task analysis and the latest state of the art training technology is encouraged and should be fully incorporated into the training facilities wherever possible. Facilities for self and supervised testing should be available to the student.

**(7) Training Devices**

A Flight Training Device or Other Training Device may be provided to supplement classroom training in order to enable students to practice and consolidate theoretical instruction. Where suitable equipment is not available, or is not appropriate, a helicopter or flight simulator of the relevant variant should be available. If a FTD represents a different variant of the same helicopter type for which the student is being trained, then differences and/or familiarisation training is required.

**(8) Computer Based Training (CBT)**

Where CBT aids are used as a training tool, the organisation should ensure that a fully qualified ground instructor is available at all times when such equipment is being used by course students. Other than for revision periods, CBT lessons should be briefed and debriefed by a qualified ground instructor.

AMC FCL 2.261(c)(2) (continued)

(9) Theoretical Knowledge Instruction

The Theoretical knowledge instruction training should meet the general objectives of:-

- (a) giving the student a thorough knowledge of the helicopter structure, power plant and systems, and their associated limitations;
- (b) giving the student a knowledge of the positioning and operation of the flight deck controls and indicators for the helicopter and its systems;
- (c) giving the student an understanding of system malfunctions, their effect on helicopter operations and interaction with other systems;
- (d) giving the student the understanding of normal, abnormal and emergency procedures

The amount of time and the contents of the theoretical instruction will depend on the complexity of the helicopter type involved and, to some extent, on the previous experience of the student.

(10) Flight Training

10.1 Synthetic Training Devices (STDs)

The level of qualification and the complexity of the type will determine the amount of practical training that may be accomplished in a STD, including completion of the skill test. Prior to undertaking the skill test, a student should demonstrate competency in the skill test items during the practical training. For training in a multi-pilot helicopter with two applicants, at least 32 hours may be allocated to training in STDs on each type rating course, of which 16 hours should be in a FS.

10.2 Helicopter (with flight simulator)

With the exception of courses approved for zero flight time the amount of flight time in a helicopter should be adequate for completion of the skill test. A pilot with less than 300 hours flight time on similar types of helicopters, or less than 1000 hours total flight time, should complete at least 6 full circuits, each including full-stop landings. A pilot with more than 300 hours flight time on similar types and in excess of 1000 hours total flight time should complete at least 4 full circuits, each including one full-stop landing.

10.3 Helicopters (without flight simulator)

Whenever a helicopter is used for training the amount of flight time practical training should be adequate for the completion of the skill test. This should be at least 5 hours for single-pilot single-engine and 8 hours for single-pilot multi-engine and 10 hours for multi-pilot helicopters.

10.4 The amount of flight training will depend on the complexity of the helicopter type involved and, to some extent, on the previous experience of the applicant. Holders of IR(H) wishing to extend the IR(H) to a further type should have additionally 5 hours flight training on type according to IFR.

[Amdt. 1, 01.12.00]

**AMC FCL 2.261(d)****Multi-crew co-operation course (helicopter)****See JAR-FCL 2.261(d)****See IEM FCL 2.261(d)****[ ]****MULTI-CREW CO-OPERATION TRAINING**

[1] The objectives of MCC training are optimum decision making, communication, division of tasks, use of checklists, mutual supervision, teamwork, and support throughout all phases of flight under normal, abnormal and emergency conditions. The training emphasises the development of non-technical skills applicable to working in a multi-crew environment.

[2] The training should focus on teaching students the basics on the functioning of crew members as teams in a multi-crew environment, not simply as a collection of technically competent individuals. Furthermore, the course should provide students with opportunities to practice the skills that are necessary to be effective team leaders and members. This requires training exercises which include students as crew members in the PF and PNF roles.

[3] Students should be made familiar with inter-personal interfaces and how to make best use of crew co-operation techniques and their personal and leadership styles in a way that fosters crew effectiveness. Students should be made aware that their behaviour during normal circumstances can have a powerful impact on crew functioning during high workload and stressful situations

[4] Research studies strongly suggest that behavioural changes in any environment cannot be accomplished in a short period even if the training is very well designed. Trainees need time, awareness, practice and feedback, and continual reinforcement to learn lessons that will endure. In order to be effective, multi-crew co-operation training should be accomplished in several phases spread over a period.

[5] The contents of the basic MCC course should cover theoretical knowledge training, practice and feedback in:

- a. interfaces
  - examples of Software, Hardware, Environment and Liveware mismatches in practice
- b. leadership/'followership' and authority
  - managerial and supervisory skills
  - assertiveness
  - barriers
  - cultural influence
  - PF and PNF roles
  - professionalism
  - team responsibility
- c. personality, attitude and motivation
  - listening
  - conflict resolution
  - mediating
  - critique (pre-flight analyses and planning, ongoing-review, postflight)
  - team building
- d. effective and clear communication during flight
  - listening
  - feedback
  - standard phraseologies
  - assertiveness
  - participation

AMC FCL 2.261(d) (continued)

- e. crew co-ordination procedures
  - flight techniques and cockpit procedures
  - standard phraseologies
  - discipline

[6] The use of checklists is of special importance for an orderly and safe conduct of the flights. Different philosophies have been developed for the use of checklists. Whichever philosophy is used depends on the complexity of the aircraft concerned, the situation presented, the flight crew composition and their operating experience and the operator's procedures as laid down in the Flight Operations Manual.

[7] Mutual supervision, information and support.

- a. Any action in handling the aircraft should be performed by mutual supervision. The pilot responsible for the specific action or task (PF or PNF) should be advised when substantial deviations (flight path, aircraft configuration etc.) are observed.
- b. Call-out procedures are essential, especially during take-off and approach, to indicate progress of the flight, systems status etc.
- c. Operation of aircraft systems, setting of radios and navigation equipment etc. should not be performed without demand by the PF or without information to the PF and his confirmation.

#### COURSE OBJECTIVE

[8] The contents of paragraphs 3 and 4 can best be practised by performing the exercises in IEM FCL 2.261(d).

[9] Practice and feedback of MCC with regard to the L-L (liveware-liveware) interface should also make provision for students for self and peer critique in order to improve communication, decision making and leadership skills. This phase is best accomplished through the use of flight simulators and video equipment. Video feedback is particularly effective because it allows participants to view themselves from a third-person perspective; this promotes acceptance of one's weak areas which encourages attitude and behavioural changes.

#### [EXERCISES

10 The instruction should be accomplished as far as possible in a simulated commercial air transport environment and cover the following areas:

- a. pre-flight preparation, including documentation; computation of take off performance data; radio and navigation equipment checks and setting;
- b. before take-off checks, including powerplant checks; take-off briefing by PF;
- c. take-offs and landings to and from :
  - standard surface heliport
  - pinpoint surface heliport
  - elevated site
  - helideck

task of PF and PNF; call outs;

- d. rejected take-offs; crosswind take-offs; take-offs at maximum take-off mass ; engine failure before and after Take off Decision Point (TDP); engine failure before and after Defined Point After Take-off (DPATO);
- e. normal and abnormal operation of aircraft systems; use of checklists;
- f. Emergency procedures to include engines (shut down and restart at a safe height) failure, fire, smoke control and removal; auto pilot/flight director failure, autorotation descent, tail rotor control failure (if applicable), tail rotor loss, hydraulic failure, SAS failure; wind and turbulence effect on raised structures, or due to heliport environment; emergency descent; incapacitation of a flight crew member; ]

AMC FCL 2.261(d) (continued)

- [ g. early recognition of specific helicopter hazards, e.g. ground resonance, dynamic and static rollover, blade stall, vortex ring/setting with power, settling with power depending on type of operation;
- h. instrument flight procedures including holding procedures; precision approaches using raw navigation data, flight director and autopilot; one engine simulated inoperative approaches; autopilot inoperative approaches; non precision and circling approaches; radar approaches on fixed or moving platforms; call out procedures during approaches; computation of approach and landing data;
- i. normal go-arounds; go arounds with one engine simulated inoperative and with autopilot or stabiliser inoperative; rejected landing; support of the PF by the PNF;
- j. normal and crosswind landings with one simulated engine failure before and after landing decision point (LDP) and one simulated engine failure before defined point before landing (DPBL) and with autopilot or Stability Augmentation System (SAS) inoperative; transition from instrument to visual flight on reaching decision height or minimum descent height/altitude.

Where MCC training is combined for an initial type rating on a multi-pilot helicopter, the exercises (a) and (b) may be conducted in a FTD as part of an approved course.]

#### REINFORCEMENT

[11] No matter how effective the classroom curriculum, interpersonal drills, LOFT exercises, and feedback techniques are, a single exposure during the multi-crew co-operation course for the initial issue of a multi-pilot helicopter type rating will be insufficient. The attitudes and influences which contribute to ineffective crew co-ordination are ubiquitous and may develop over a pilot's lifetime. Thus it will be necessary that the training of non-technical skills will be an integral part of all recurrent training for revalidation of a multi-pilot helicopter type rating as well as of the training for the issue of further multi-pilot type ratings.

[Amdt. 2, 01.11.02]

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**Appendix 1 to AMC FCL 2.261(d)****Multi-crew co-operation course (helicopter) - Certificate of completion of MCC training**

See JAR-FCL 2.261(d)

**CERTIFICATE OF COMPLETION OF MCC-TRAINING**

Applicant's last name:		First names:	
Type of licence:		Number:	State:
Instrument rating:		<b>OR</b>	Instrument rating skill test:
issued on:		passed on:	
	Signature of applicant:		

*The satisfactory completion of MCC-Training according to requirements is certified below:*

<b>TRAINING</b>			
<b>Multi-crew co-operation training received during period:</b>			
from:	to:	at:	FTO /TRTO / operator*
Location and date:		Signature of Head of TRTO/FTO or authorised instructor*:	
Type and number of licence and state of issue:		Name in capital letters of authorised instructor:	

*\* Delete as appropriate*

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## AMC/IEM H – INSTRUCTOR RATINGS

## IEM FCL 2.330

## Flight instructor rating (Helicopter) (FI(H)) – Skill test form

See JAR-FCL 2.330 and 2.345

## APPLICATION AND REPORT FORM FOR THE FI(H) SKILL TEST

<b>1</b>	<b>Applicants personal particulars:</b>		
Applicant's last name:		First names:	
Date of Birth:		Tel (Home):	Tel (Work):
Address:		Country:	

<b>2</b>	<b>Licence Details</b>		
Licence type:		Number:	
		Exp. Date:	
Type ratings included in the licence:	1.		
	2.		
	3.		
	4.		
	5.		
Other ratings included in the licence:	1.		
	2.		
	3.		
	4.		
	5.		

<b>3</b>	<b>Pre-course flying experience (See JAR-FCL 2.335)</b>		
IR (hours)	PIC (hours)	TOTAL (hours)	CROSS-COUNTRY (hours)

CPL THEORETICAL EXAMINATION PASSED .....(date) (For PPL holders only)  
 (Copy of pass shall be submitted with this form)



IEM FCL 2.330 (continued)

<b>4</b>	<b>Pre-entry flight test (See JAR-FCL 2.335(f))</b>
<i>I recommend .....for the Flight Instructor Course.</i>	
Name of FTO:	Date of flight test:
Name of FI conducting the test (Block capitals):	
Licence number:	
Signature:	

<b>5</b>	<b>Declaration by the applicant</b>			
<i>I have received a course of training in accordance with the syllabus approved by the Authority for the:</i> (Tick as applicable)				
Flight Instructor Rating FI(H)		Instrument Rating Instructor Rating (IRI(H))		
Applicant's name: (Block Letters)			Signature:	

<b>6</b>	<b>Declaration by the chief flight instructor</b>			
<i>I certify that ..... has satisfactorily completed an approved course of training for the</i>				
Flight Instructor Rating FI(H)		Instrument Rating Instructor Rating (IRI(H))		
<i>in accordance with the relevant syllabus approved by the Authority.</i>				
Flying hours during the course:				
Helicopter/s, flight simulator/s or flight and navigation procedure trainers used :				
Name of CFI:				
Signature:				
Name of FTO:				

IEM FCL 2.330 (continued)

7	Flight instructor examiner's certificate		
<i>I have tested the applicant according to the examination report</i>			
<b>A – FLIGHT INSTRUCTOR EXAMINER'S ASSESSMENT in case of partial pass:</b>			
Theoretical oral examination:		Skill test:	
<b><i>Passed</i></b>	<b><i>Failed</i></b>	<b><i>Passed</i></b>	<b><i>Failed</i></b>
	I recommend further flight/ground training with a FI instructor before re-test		
	I do not consider further flight/theoretical instruction necessary before re-test		
	<i>Tick as applicable</i>		
<b>B – FLIGHT INSTRUCTOR EXAMINER'S ASSESSMENT:</b>			
	Flight Instructor rating		
	Instrument Instructor rating		
	<i>Tick as applicable</i>		
FIE's name (block letters):			
Signature:			
Licence number:		Date:	

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**AMC FCL 2.340****Flight instructor rating (helicopter) (FI(H)) course****See JAR-FCL 2.340****See Appendix 1 to JAR-FCL 2.340**

## COURSE OBJECTIVE

[The aim of this course is to give adequate training to the applicant in theoretical knowledge instruction and flight instruction in order to instruct for a PPL(H), a CPL(H), type ratings for single-engine helicopters and, if applicable, a helicopter night qualification.]

[ ]

**PART 1**

## TEACHING AND LEARNING

Item No.

## 1 THE LEARNING PROCESS

Motivation  
 Perception and understanding  
 Memory and its application  
 Habits and transfer  
 Obstacles to learning  
 Incentives to learning  
 Learning methods  
 Rates of learning

## 2 THE TEACHING PROCESS

Elements of effective teaching  
 Planning of instructional activity  
 Teaching methods  
 Teaching from the 'known' to the 'unknown'  
 Use of 'lesson plans'

## 3 TRAINING PHILOSOPHIES

Value of a structured (approved) course of training  
 Importance of a planned syllabus  
 Integration of theoretical knowledge and flight instruction

## 4 TECHNIQUES OF APPLIED INSTRUCTION

- a. Theoretical knowledge – Classroom instruction techniques
  - Use of training aids
  - Group lectures
  - Individual briefings
  - Student participation/discussion
- b. FLIGHT – Airborne instruction techniques
  - The flight/cockpit environment
  - Techniques of applied instruction
  - Post-flight and inflight judgement and decision making

AMC FCL 2.340 (continued)

## 5 STUDENT EVALUATION AND TESTING

## a. Assessment of student performance

The function of progress tests  
Recall of knowledge  
Translation of knowledge into understanding  
Development of understanding into actions  
The need to evaluate rate of progress

## b. Analysis of student errors

Establish the reason for errors  
Tackle major faults first, minor faults second  
Avoidance of over criticism  
The need for clear concise communication

## 6 TRAINING PROGRAMME DEVELOPMENT

Lesson planning  
Preparation  
Explanation and demonstration  
Student participation and practice  
Evaluation

## 7 HUMAN PERFORMANCE AND LIMITATIONS RELEVANT TO FLIGHT INSTRUCTION

Physiological factors  
Psychological factors  
Human information processing  
Behavioural attitudes  
Development of judgement and decision making

## 8 ALL HELICOPTER SPECIFIC HAZARDS INVOLVED IN SIMULATING SYSTEMS FAILURES AND MALFUNCTIONS IN THE HELICOPTER DURING FLIGHT

Selection of a safe altitude  
Importance of 'touch drills'  
Situational awareness  
Adherence to correct procedures

## [9] TRAINING ADMINISTRATION

Flight/theoretical knowledge instruction records  
Pilot's personal flying log book  
The flight/ground curriculum  
Study material  
Official forms  
Aircraft Flight/Owner's Manuals/Pilot's Operating Handbooks  
Flight authorisation papers  
Aircraft documents  
The private pilot's licence regulations]

AMC FCL 2.340 (continued)

[ ]

**SUGGESTED APPROXIMATE BREAKDOWN OF HOURS FOR THE THEORETICAL KNOWLEDGE INSTRUCTION SECTION OF THE FLIGHT INSTRUCTOR (HELICOPTER) COURSE.**

*(The item numbers shown below relate to the item numbers of 'Teaching and learning' above.)*

Item No	Tuition hours	Practice hrs in class	Comment	Progress tests
1	2.00	-	Allow for questions and short discussion periods.	0.30
2	4.00	-	The tuition time should allow for questions and short discussion periods.	1.00
3	2.00	-	The PPL training syllabus should be used as reference material.	0.30
4.a.	5.00	34	The time spent in practice under this item will involve the applicants refreshing their technical knowledge, and developing their classroom instruction techniques. It will also include discussion between applicants and advice on teaching from the supervising instructor.	
4.b.	4.00	34	The time spent in practice will be mainly directed to the giving of pre-flight briefings. It will allow the applicants to develop their ability to give a practical and short briefing (10-15 minutes) to a student pilot. The briefing will outline in a logical sequence the flight lesson to be undertaken.	
5.a.	2.00	-	Emphasis should be placed on the validity of questions used in progress tests	1.00
5.b.	2.00	-	Emphasis should be placed on the need to give encouragement to the student.	1.00
6	5.00	15	The time spent in practice will be directed towards the planning of classroom lesson periods and the development of the applicants' ability to construct lesson plans.	
7	5.00	-	Scenarios relevant to good judgement and decision making should be set and analysed	1.00
8	2.00	-	Examples of hazards e.g. mast bumping, blade stall, should cover a broad range of helicopters and types of operation and not to be confined to the aircraft used on the course.	1.00
9	5.00	-	Long briefings to teach an applicant to give instruction in night flying	
10	2.00	-	General revision of relevant documents	1.00
<b>TOTAL:</b>	<b>40.00</b>	<b>[83]</b>		<b>7.00</b>
<b>COURSE TOTAL:</b>			<b>125 HOURS (including progress tests)</b>	

AMC FCL 2.340 (continued)

## PART 2

### AIR EXERCISES

[1] The air exercises are similar to those used for the training of PPL(H) but with additional items designed to cover the needs of a flight instructor.

[2] The numbering of exercises should be used primarily as an exercise reference list and as a broad instructional sequencing guide: therefore the demonstrations and practices need not necessarily be given in the order listed. The actual order and content will depend upon the following interrelated factors:

- The applicant's progress and ability
- The weather conditions affecting the flight
- The flight time available
- Instructional technique considerations
- The local operating environment
- Applicability of the exercises to the helicopter type

[3] It follows that student instructors will eventually be faced with similar interrelated factors. They should be shown and taught how to construct flight lesson plans, taking these factors into account, so as to make the best use of each flight lesson, combining parts of the set exercises as necessary.

### GENERAL

[4] The briefing normally includes a statement of the objectives and a brief reference to principles of flight only if relevant. An explanation is to be given of exactly what air exercises are to be taught by the instructor and practised by the student during the flight. It should include how the flight will be conducted with regard to who is to fly the [helicopter] and what airmanship, weather and flight safety aspects currently apply. The nature of the lesson will govern the order in which the constituent parts are to be taught.

[5] The four basic components of the briefing will be:

- 1 The aim
- 2 Principles of Flight (briefest reference only)
- 3 The Air Exercise(s) (what, and how and by whom)
- 4 Airmanship [ ]

### PLANNING OF FLIGHT LESSONS

[6] The preparation of lesson plans is an essential pre-requisite of good instruction and the student instructor is to be given supervised practice in the planning and practical application of flight lesson plans.

### GENERAL CONSIDERATIONS

[7] The student instructor should complete flight training in order to practise the principles of basic instruction at the PPL(H) level.

[8] During this training, except when acting as a student pilot for mutual flights, the student instructor shall occupy the seat normally occupied by the Flight Instructor.

AMC FCL 2.340 (continued)

[9] It is to be noted that airmanship is a vital ingredient of all flight operations. Therefore, in the following air exercises the relevant aspects of airmanship are to be stressed at the appropriate times during each flight.

[10] If the privileges of the FI(H) rating are to include instruction for night flying, exercise 28 should be undertaken either as a part of the course or subsequent to rating issue.]

## [ ]

### FLIGHT INSTRUCTION SYLLABUS CONTENTS

#### LONG BRIEFINGS AND AIR EXERCISES

- 1 Familiarisation with the helicopter
- 2 Preparation [before] and action after flight
- 3 Air experience
- 4 Effects of controls
- 5 Power and attitude changes
- 6 Level flight, climbing and descending and turning
- 7 Autorotations
- 8 Hovering and hover taxiing
- 9 Take-off and landing
- 10 Transitions from hover to climb and approach to hover
- 11 Circuits and emergencies
- 12 First solo
- 13 Sideways and backwards hover manoeuvring
- 14 Spot turns
- 15 Hover out of ground effect (OGE) and Vortex ring
- 16 Simulated engine off landings
- 17 Advanced autorotations
- 18 Practice forced landings
- 19 Steep turns
- 20 Transitions
- 21 Quickstops
- 22 Navigation
- 23 Advanced take-offs, landings and transitions
- 24 Sloping ground
- 25 Limited power
- 26 Confined areas
- 27 Basic instrument flying
- 28 Night flying (if night instructional qualification required)

Note : Airmanship should be included as required in each exercise.

AMC FCL 2.340 (continued)

## EXERCISE 1 - FAMILIARISATION WITH THE HELICOPTER

### LONG BRIEFING

#### Objectives

- |                |  |
|----------------|--|
| to familiarise | the student with the helicopter                      |
| to explain the | characteristics of the helicopter                    |
|                | the cockpit layout                                   |
|                | the helicopter and engine systems                    |
|                | the use of the check list(s) and procedures          |
| to familiarise | the student with the helicopter controls             |
| to explain     | the differences when occupying the instructor's seat |

### EMERGENCY DRILLS

- |                |  |
|----------------|--|
| to explain     | the action in the event of a fire on the ground or in the air: |
|                | engine fire  |
|                | cockpit/cabin fire   |
|                | electrical fire  |
|                | system failure drills as applicable to type                    |
|                | escape exits   |
| to demonstrate | escape drills including use of Emergency equipment             |

## EXERCISE 2 - PREPARATION FOR AND ACTION AFTER FLIGHT

### LONG BRIEFING

#### Objectives

- |                |   |
|----------------|---|
| to explain     | flight authorisation and helicopter acceptance including tech log (if applicable) and |
| certificate of | maintenance   |
|                | equipment required for flight (maps, etc.)  |
|                | external checks   |
|                | internal checks   |
|                | harness, seat and rudder pedal adjustment, (student comfort)                          |
| to demonstrate | starting and after starting checks  |
|                | system/power/serviceability checks (as applicable)                                    |
|                | closing down/shutting down the helicopter (including system checks)                   |
| to explain     | parking, leaving the helicopter (including safety/security as applicable)             |
|                | completion of the authorisation sheet and helicopter serviceability documents         |

## EXERCISE 3 - AIR EXPERIENCE

Note: there is no requirement for a long briefing for this exercise

### AIR EXERCISE

#### Objectives

- |                |   |
|----------------|---|
| to give        | the student air experience                                |
| to familiarise | the student with the cockpit layout, ergonomics, controls |
| to demonstrate | cockpit procedures  |
|                | stability and control                                     |



AMC FCL 2.340 (continued)

#### EXERCISE 4 - EFFECTS OF CONTROLS

##### LONG BRIEFING

###### Objectives

- to explain
- the function of the flying controls (primary and secondary effect)
  - the effect of airspeed
  - the effect of power changes (torque)
  - the effect of yaw (sideslip)
  - the effect of disc loading (bank and flare)
  - the effect on controls of selecting hydraulics on/off
  - the effect of control friction
  - the instruments
  - the use of carburettor heat/anti-icing control

##### AIR EXERCISE

###### Objectives

- to demonstrate
- the function of the flying controls
  - the effects of airspeed
  - the effect of power changes (torque)
  - the effect of yaw (sideslip)
  - the effect of disc loading (bank and flare)
  - the effect on controls of selecting hydraulics on/off
  - the effect of control friction
  - the instruments (including instrument scan)
  - the use of carburettor heat/anti-icing control

#### EXERCISE 5 - POWER AND ATTITUDE CHANGES

##### LONG BRIEFING

###### Objectives

- to explain
- the relationship between cyclic control position, disc attitude, fuselage attitude and airspeed flapback
  - the power required diagram in relation to airspeed
  - power and airspeed changes in level flight
  - the use of the instruments for precision
  - the engine and airspeed limitations

##### AIR EXERCISE

###### Objectives

- to demonstrate
- the relationship between cyclic control position, disc attitude, fuselage attitude and airspeed flapback
  - power and airspeed changes in level flight
  - the use of instruments for precision (including instrument scan and lookout)

#### EXERCISE 6 - LEVEL FLIGHT, CLIMBING, DESCENDING AND TURNING

Note: For ease of training this exercise is divided into four separate parts in the PPL(H) syllabus but may be taught complete or in convenient parts

AMC FCL 2.340 (continued)

## LONG BRIEFING

## Objectives

to explain

- the basic factors involved in level flight
- the normal power settings
- the use of control friction and/or trim
- the importance of maintaining direction and balance
- the power required/power available diagram
- the optimum climb and descent speeds/angles/rates
- the importance of balance, attitude and co-ordination in the turn
- the effects of turning on rate of climb/descent
- the use of the gyro direction/heading indicator and compass
- the use of instruments for precision

## AIR EXERCISE

## Objectives

to demonstrate

- maintaining straight and level flight at normal cruise power
- control in pitch, including use of control friction and/or trim
- the use of the ball/yawstring to maintain direction and balance
- setting and use of power for selected airspeeds/speed changes
- entry to climb
- normal and maximum rate of climb
- levelling off from climb at selected altitudes/heights
- entry to descent
- effect of power and airspeed on rate of descent
- levelling off from descent at selected altitudes/heights
- entry to medium rate turns
- importance of balance, attitude and co-ordination to maintain level turn
- resuming straight and level flight
- turns onto selected headings, use of direction indicator and compass
- turns whilst climbing and descending
- effect of turn on rate of climb or descent
- the use of instruments for precision (including instrument scan and lookout)

## EXERCISE 7 - AUTOROTATION

## LONG BRIEFING

## Objectives

to explain

- the characteristics of autorotation
- safety checks (including lookout and verbal warning)
- entry and development of autorotation
- the effect of AUM, IAS, disc loading, G forces and density altitude on RRPM and rate of descent
- rotor and engine limitations
- control of airspeed and RRPM
- recovery to powered flight
- throttle override and control of ERPM/RRPM during re-engagement (as applicable)
- danger of vortex condition during recovery

## AIR EXERCISE

## Objectives

to demonstrate

- safety checks (including verbal warning and lookout)
- entry to and establishing in autorotation
- effect of IAS and disc loading on RRPM and rate of descent
- control of airspeed and RRPM

AMC FCL 2.340 (continued)

recovery to powered flight  
medium turns in autorotation  
a simulated engine off landing (as appropriate)

## EXERCISE 8 - HOVERING AND HOVER TAXIING

### LONG BRIEFING

#### Objectives

to explain ground effect and power required  
effect of wind, attitude and surface  
stability in hover and effects of over controlling  
effects of controls in hover  
control and co-ordination during spot turns

requirement for slow hover speed to maintain ground effect  
effect of hydraulic failure in hover  
specific hazards, e.g. snow, dust, etc.

### AIR EXERCISE

#### Objectives

to demonstrate ground effect and power/height relationship  
effect of wind, attitude and surface  
stability in hover and effects of over controlling  
effects of controls and hover technique  
gentle forward running touchdown  
control and co-ordination during spot (90 degree clearing) turns  
control and co-ordination during hover taxi  
dangers of mishandling and overpitching  
(where applicable) effect of hydraulics failure in hover  
simulated engine failure in the hover and hover taxi

## EXERCISE 9 - TAKE-OFF AND LANDING

### LONG BRIEFING

#### Objectives

to explain pre-take-off checks/drills  
importance of good lookout  
technique for lifting to hover  
after take-off checks  
danger of horizontal movement near ground  
dangers of mishandling and overpitching  
technique for landing  
after landing checks  
take-off and landing cross wind and downwind

### AIR EXERCISE

#### Objectives

to demonstrate pre-take-off checks/drills  
pre-take-off lookout technique  
lifting to hover  
after take-off checks  
landing  
after landing checks/drills  
take-off and landing cross wind and downwind

AMC FCL 2.340 (continued)

## EXERCISE 10 - TRANSITIONS FROM HOVER TO CLIMB AND APPROACH TO HOVER

### LONG BRIEFING

#### Objectives

- to revise ground effect
- to explain translational lift and its effects  
inflow roll and its effects
- to revise flapback and its effects
- to explain avoid curve diagram and associated dangers  
effect/dangers of wind speed/direction during transitions  
transition to climb technique  
constant angle approach  
transition to hover technique

### AIR EXERCISE

#### Objectives

- to revise take-off and landing
- to demonstrate transition from hover to climb  
effects of translational lift, inflow roll and flapback  
constant angle approach  
technique for transition from descent to hover  
a variable flare simulated engine off landing

## EXERCISE 11 - CIRCUIT, APPROACH AND LANDING

### LONG BRIEFING

#### Objectives

- to explain circuit and associated procedures  
take-off and climb (including checks/speeds)  
cross wind leg (including checks/speeds/angles of bank in turns)  
downwind leg (including pre-landing checks)  
base leg (including checks/speeds/angles of bank in turns)  
final approach (including checks/speeds)  
effect of wind on approach and hover IGE  
cross wind approach and landing technique  
missed approach and go around technique (as applicable)  
steep approach technique (including danger of high sink rate)  
limited power approach technique (including danger of high speed at touch down)  
use of the ground effect  
abandoned take-off technique  
hydraulic failure drills and hydraulics off landing technique (where applicable)  
drills/technique for tail rotor control/tail rotor drive failure  
engine failure drills in the circuit to include  
engine failure     on take-off  
                         cross wind  
                         downwind  
                         base leg  
                         on final approach  
noise abatement procedures (as applicable)

AMC FCL 2.340 (continued)

## AIR EXERCISE

### Objectives

- to revise transitions and constant angle approach
- to demonstrate a basic training circuit, including checks
  - cross wind approach and landing technique
  - missed approach and go around technique (as applicable)
  - steep approach technique
  - basic limited power approach/run on technique
  - use of ground effect
  - hydraulic failure and approach to touchdown with hydraulics off
  - and to recover at safe height (as applicable)
  - simulated engine failure on take-off, cross wind, downwind, base leg and finals
  - variable flare simulated engine off landing

## EXERCISE 12 - FIRST SOLO

### INSTRUCTORS BRIEF TO STUDENT TO INCLUDE:

- warning of change of attitude due to reduced and laterally displaced weight
  - low tail, low skid/wheel during hover/landing
  - dangers of loss of RRPM and overpitching
  - pre-take-off checks
  - into wind take-off
  - drills during and after take-off
  - normal circuit, approach and landing
  - action in the event of an emergency

## EXERCISE 13 - SIDEWAYS AND BACKWARDS HOVER MANOEUVRING

### LONG BRIEFING

#### Objectives

- to revise hovering
- to explain directional stability and weathercocking effect
  - danger of pitching nose down on recovery from backwards manoeuvring
  - helicopter limitations for sideways and backwards manoeuvring
  - effect of C of G position

## AIR EXERCISE

### Objectives

- to revise hovering and 90 degree clearing turns
- to demonstrate manoeuvring sideways heading into wind
  - manoeuvring backwards heading into wind
  - manoeuvring sideways and backwards heading out of wind
  - manoeuvring backwards too fast and recovery action

## EXERCISE 14 - SPOT TURNS

### LONG BRIEFING

#### Objectives

- to revise ground effect and effect of wind
- to explain weathercocking and control actions

AMC FCL 2.340 (continued)

control of RRPM  
torque effect  
cyclic limiting stops due to C of G position (where applicable)  
rate of turn limitations  
spot turn about pilot position  
spot turn about tail rotor position  
spot turn about helicopter geometric centre  
square (safe visibility) clearing turn

#### AIR EXERCISE

##### Objectives

to demonstrate weathercocking, torque effect and control actions  
rate of turn  
spot turn about pilot position  
spot turn about tail rotor position  
spot turn about helicopter geometric centre  
square, clearing turn

#### EXERCISE 15 - HOVER OUT OF GROUND EFFECT AND VORTEX RING

##### LONG BRIEFING

##### Objectives

to revise ground effect and power required diagram  
to explain drift/height/power control/lookout/scan  
vortex ring, (including dangers, recognition and recovery actions)  
loss of tail rotor effectiveness

#### AIR EXERCISE

##### Objectives

to demonstrate hover OGE  
drift/height/power control/lookout and instrument scan technique  
recognition of incipient stage of vortex ring/settling with power  
recovery action from incipient stage of vortex ring  
recognition of loss of tail rotor effectiveness and recovery actions

#### EXERCISE 16 - SIMULATED ENGINE OFF LANDINGS

##### LONG BRIEFING

##### Objectives

to revise basic autorotation  
effect of AUM, disc loading, density altitude and RRPM decay  
use of cyclic and collective to control speed/RRPM  
torque effect  
to explain use of flare/turn to restore RRPM  
technique for variable flare simulated EOL  
technique for constant attitude simulated EOL  
to revise technique for hover/hover taxi simulated EOL  
to explain emergency technique for engine failure during transition  
technique for low level simulated EOL

AMC FCL 2.340 (continued)

#### AIR EXERCISE

##### Objectives

- to revise entry to and control in autorotation
- to demonstrate variable flare simulated EOL
  - constant attitude simulated EOL
  - hover simulated EOL
  - hover taxi simulated EOL
  - low level simulated EOL

#### EXERCISE 17 - ADVANCED AUTOROTATIONS

##### LONG BRIEFING

##### Objectives

- to explain effect of airspeed/AUM on angles/rates of descent
  - effect of RRPM setting on angle/rate of descent
  - reason and technique for range autorotation
  - reason and technique for constant attitude autorotation
  - reason and technique for low speed and 'S' turns in autorotation
  - speed/bank limitations in turns in autorotation
- to revise re-engagement/go-around procedures

#### AIR EXERCISE

##### Objectives

- to select ground marker and standard datum height to determine distance covered during various autorotation techniques
- to revise basic autorotation
- to demonstrate technique for range autorotation
  - technique for constant attitude autorotation
  - technique for low speed autorotation, including need for timely speed recovery
  - technique for 'S' turn in autorotation
  - 180 and 360 degree turns in autorotation
- to revise re-engagement and go-around technique

#### EXERCISE 18 - PRACTICE FORCED LANDINGS

##### LONG BRIEFING

##### Objectives

- to explain types of terrain/surface options for choice of best landing area
  - practice forced landing procedure
  - forced landing checks and crash actions
  - rules/height for recovery and go-around

#### AIR EXERCISE

##### Objectives

- to demonstrate recognition of types of terrain from normal cruise height/altitude
  - practice forced landing technique
- to revise recovery/go-around technique

AMC FCL 2.340 (continued)

**EXERCISE 19 - STEEP TURNS**

**LONG BRIEFING**

**Objectives**

- to explain      airspeed/angle of bank limitations
- technique for co-ordination to hold bank/attitude
- to revise      speed/bank limitations in autorotation including RRPM control
- to explain      significance of disc loading, vibration and control feedback
- effect of wind in turns at low level

**AIR EXERCISE**

**Objectives**

- to demonstrate    technique for turning at 30 degrees of bank
- technique for turning at 45 degrees of bank (where possible)
- steep autorotative turns
- to explain          faults in the turn - balance, attitude, bank and co-ordination
- to demonstrate    effect of wind at low level

**EXERCISE 20 - TRANSITIONS**

**LONG BRIEFING**

**objectives**

- to revise          effect of ground cushion, translational lift, flapback
- to explain          training requirement for precision exercise
- technique for transition to forward flight and back to hover as precision exercise
- effect of wind

**AIR EXERCISE**

**Objectives**

- to demonstrate    transition from hover to minimum 50 knots IAS and back to hover

note: select constant height (20 - 30 feet) and maintain

- to demonstrate    effect of wind

**EXERCISE 21 - QUICKSTOPS**

**LONG BRIEFING**

**Objectives**

- to explain          power control co-ordination
- to revise          effect of wind
- to explain          technique for quickstop into wind
- technique for quickstop from cross wind
- to revise          airspeed/angles of bank limitations
- to explain          technique for Emergency turn from downwind
- technique for quickstop from downwind from high speed - flare and turn
- technique for quickstop from downwind from low speed - turn and flare

note: use reasonable datum speed e.g. high speed, low speed



AMC FCL 2.340 (continued)

to explain	danger of holding flare when downwind, (vortex ring) - (minimum speed 70 knots)
to revise	danger of high disc loading

## AIR EXERCISE

### Objectives

to demonstrate	technique for quickstop into wind technique for quickstop from cross wind danger of vortex ring and disc loading technique for quickstop from downwind with low speed technique for quickstop from downwind with high speed Emergency turns from downwind
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## EXERCISE 22 - NAVIGATION

LONG BRIEFING - to be broken down into manageable parts at discretion of instructor

### Objectives

#### *flight planning*

to explain	use of weather forecasts/actuals map selection, orientation, preparation and use route choice with particular regard to: controlled airspace, danger and prohibited areas safety altitudes calculations with particular regard to: magnetic heading(s), time(s) en route fuel consumption mass and balance use of flight information with particular regard to: NOTAM's radio frequencies selection of alternate landing sites
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to revise and explain	helicopter documentation
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to explain	notification of the flight, to include pre-flight administration procedures flight plan form (where appropriate)
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#### *departure*

to explain	importance of organisation of cockpit workload departure procedures to include altimeter settings ATC liaison in controlled/regulated airspace setting heading procedure noting of ETA's maintenance of height/altitude and heading procedure for revisions of ETA and headings to include 10 degree line, double track, track error, closing angle 1 in 60 rule amending an ETA log keeping use of radio use of nav aids weather monitoring and minimum weather conditions for continuation of flight significance of in flight decision making technique for transiting controlled/regulated airspace uncertainty of position procedure lost procedure
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AMC FCL 2.340 (continued)

*arrival*

- to explain
  - aerodrome joining procedure, in particular
    - ATC liaison in controlled/regulated airspace
    - altimeter setting
    - entering traffic pattern
    - circuit procedures
  - parking procedures, in particular
    - security of helicopter
    - refuelling
    - closing of flight plan, (if appropriate)
    - post flight administrative procedures

*navigation problems at low heights and reduced visibility*

- to explain
  - actions prior to descending
  - significance of hazards, (e.g. obstacles, other traffic)
  - difficulties of map reading
  - effects of wind and turbulence
  - significance of avoiding noise sensitive areas
  - procedures for joining a circuit from low level
  - procedures for a bad weather circuit and landing

*radio navigation*

- to explain
  - use of VHF Omni Range, including:
    - availability, AIP, frequencies
    - selection and identification
    - omni bearing selector (OBS)
    - to/from indications, orientation
    - course deviation indicator (CDI)
    - determination of radial
    - intercepting and maintaining a radial
    - VOR passage
    - obtaining a fix from two VORs
  - use of automatic direction finding equipment (ADF)/ non-directional beacons (NDBs), including:
    - availability, AIP, frequencies
    - selection and identification
    - orientation relative to beacon
    - homing
  - use of VHF direction finding (VHF/DF)
    - availability, AIP, frequencies
    - R/T procedures and ATC liaison
    - obtaining a QDM and homing
  - use of en-route/terminal radar, including:
    - availability, AIP
    - procedures and ATC liaison
    - pilots responsibilities
    - secondary surveillance radar, including:
      - transponders
      - code selection
    - interrogation and reply
  - use of distance measuring equipment (DME), including:
    - station selection and identification
    - modes of operation, including:
      - distance, groundspeed, time to run

AMC FCL 2.340 (continued)

## AIR EXERCISE

### Objectives

- to demonstrate navigation procedures as necessary
- to advise student and correct errors as necessary
- to demonstrate map reading techniques
  - the significance of calculations
  - revision of headings and ETA's
  - use of radio
  - use of nav aids, including ADF/NDB, VOR, VHF/DF, DME, Transponder
  - log keeping
  - importance of decision making
  - procedure to deal with uncertainty of position
  - lost procedure
  - aerodrome joining procedure
  - parking and shut-down procedures
  - post-flight administration procedures

## EXERCISE 23 - ADVANCED TAKE-OFF, LANDINGS, TRANSITIONS

### LONG BRIEFING

#### Objectives

- to revise
  - landing and takeoff out of wind (performance reduction)
  - wind limitations
  - directional stability variation when out of wind
  - power required diagram
- to explain
  - technique for downwind transitions
  - technique for vertical take-off over obstacles
  - reconnaissance technique for landing site
  - power checks
  - technique for running landing
  - technique for zero speed landing
  - technique for cross wind and downwind landings
  - steep approach, including dangers
- to revise
  - go around procedures

## AIR EXERCISE

### Objectives

- to demonstrate
  - technique for downwind transition
  - technique for vertical take-off over obstacles
  - reconnaissance technique for landing site
  - power check and assessment
  - technique for running landing
  - technique for zero speed landing
  - technique for cross wind and downwind landings
  - technique for steep approach
  - go around procedures

## EXERCISE 24 - SLOPING GROUND

### LONG BRIEFING

#### Objectives

- to explain
  - limitations

AMC FCL 2.340 (continued)

wind and slope relationship, including blade and control stops  
 the effect of C of G when on slope  
 ground effect and power required when on slope  
 landing technique when on slope, left, right and nose-up  
 avoidance of dynamic rollover, dangers of soft ground and sideways movement  
 dangers of overcontrolling near ground on slope  
 danger of striking main/tail rotor on up slope

#### AIR EXERCISE

##### Objectives

to demonstrate technique for assessing slope angle  
 technique for landing/take-off left skid up slope  
 technique for landing/take-off right skid up slope  
 technique for landing nose up slope  
 dangers of overcontrolling near ground

#### EXERCISE 25 - LIMITED POWER

##### LONG BRIEFING

##### Objectives

to explain use of appropriate helicopter performance graphs  
 selection of technique according to available power  
 effect of wind on available power

#### AIR EXERCISE

##### Objectives

to revise and refine techniques demonstrated in Exercise 23

#### EXERCISE 26 - CONFINED AREAS

##### LONG BRIEFING

##### Objectives

to revise use of helicopter performance graphs  
 to explain procedure for locating landing site and selecting site marker  
 procedures for assessing wind speed/direction  
 landing site reconnaissance techniques  
 reason for selecting landing markers  
 procedure for selecting direction and type of approach  
 dangers of out of wind approach  
 circuit procedures  
 reason for approach to committal point and go around, (practice approach)  
 approach technique  
 to revise clearing turn and landing, (sloping ground technique)  
 to explain hover power check/performance assessment IGE and OGE, (if necessary)  
 take-off procedures

#### AIR EXERCISE

##### Objectives

to demonstrate procedure for locating landing site and selecting site marker  
 procedure for assessing wind speed/direction  
 landing site reconnaissance techniques

AMC FCL 2.340 (continued)

	selecting landing markers, direction and type of approach circuit procedure
to revise	practice approach, go around and approach technique
to demonstrate	clearing turn and landing, (sloping ground technique)
	hover power check/performance assessment IGE and OGE, (if necessary)
	take-off procedures

## EXERCISE 27 - BASIC INSTRUMENT FLIGHT

## LONG BRIEFING

## Objectives

to explain	physiological sensations
	instrument appreciation
	attitude instrument flight
	instrument scan
	instrument limitations
	basic manoeuvres by sole reference to instruments, including:
	straight and level flight at various airspeeds and configurations
	climbing and descending
	standard rate turns, climbing and descending , onto selected headings
	recoveries from climbing and descending turns (unusual attitudes)

## AIR EXERCISE

## Objectives

to demonstrate	attitude instrument flight and instrument scan
	basic manoeuvres by sole reference to instruments, including:
	straight and level flight at various airspeeds and configurations
	climbing and descending
	standard rate turns, climbing and descending, onto selected headings
	recoveries from climbing and descending turns (unusual attitudes)

## EXERCISE 28 - NIGHT FLYING (if night instructional qualification required)

## LONG BRIEFING

## Objectives

to explain	medical/physiological aspects of night vision
	requirement for torch to be carried, (pre-flight inspection, etc.)
	use of the landing light
	take-off and hover taxi procedures at night
	night take-off procedure
	cockpit procedures at night
	approach techniques
	night landing techniques
	night autorotation techniques (power recovery at safe height)
	technique for practice forced landing at night ( using appropriate illumination)
	Emergency procedures at night
	navigation principles at night
	map marking for night use, (highlighting built up/lit areas with thicker lines, etc.)

AMC FCL 2.340 (continued)

**AIR EXERCISE**

**Objectives**

to demonstrate    use of torch for pre-flight inspection  
                         use of landing light  
                         night take-off to hover, (no sideways or backwards movement)  
                         night hover taxi, (higher and slower than by day)  
                         night transition procedure  
                         night circuit  
                         night approach and landing, (including use of landing light)  
                         night autorotation (power recovery at safe height)  
                         practice forced landing at night, (using appropriate illumination)  
                         night Emergency procedures  
                         night cross country techniques, as appropriate

[Amdt. 1, 01.12.00; Amdt. 2, 01.11.02]

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**IEM FCL 2.355****Flight instructor rating (Helicopter) (FI(H)) – Revalidation and renewal form**

See JAR-FCL 2.355

INSTRUCTIONAL FLYING EXPERIENCE	
<i>(See JAR-FCL 2.355(a)(1))</i>	
<i>Instructors applying for revalidation of the Flight Instructor Rating should enter the instructional hours flown during the preceding 36 months.</i>	
INSTRUMENT:	
Total instructional hours (preceding. 36 months):	
Total instructional hours (preceding. 12 months):	

FLIGHT INSTRUCTOR REFRESHER SEMINAR	
<i>(See JAR-FCL 2.355(a)(2))</i>	

<b>1</b>	<b>This is to certify that the undersigned attended a Flight Instructor Seminar approved by the Authority</b>
----------	---

<b>2</b>	<b>Attendees's personal particulars:</b>	
Name:		Address:
Licence number:		Exp. date of FI(H) rating:

<b>3</b>	<b>Seminar particulars:</b>	
Date/s of seminar:		Place:

<b>4</b>	<b>Declaration by the responsible organiser:</b>		
<i>I certify that the above data are correct and that the Flight Instructor Seminar was carried out as approved by the Authority.</i>			
Date of approval:		Name of organiser: (block letters)	
Date and place:		Signature:	
<b>5</b>	<b>Declaration by the attendee:</b>		
<i>I confirm the data under 1 through 3</i>			
Attendee's signature:			

AMC FCL 2.355 (continued)

<b>PROFICIENCY CHECK</b> (See JAR-FCL 2.355(a)(3))	
.....(Name of applicant) has given proof of flying instructional ability during a proficiency check flight. This was done to my satisfaction.	
Flying time:	Helicopter/Flight simulator used:
Main exercise:	
Name of FIE:	Licence number:
Date and place:	
	Signature:

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**AMC FCL 2.355(a)(2)****Flight Instructor (FI)/Instrument Rating Instructor (IRI) refresher seminar****See JAR-FCL 2.355**

1 FI/IRI refresher seminar made available in JAA member States should have due regard to geographical location, numbers attending, and periodicity throughout the State concerned.

2 Such seminars should run for at least two days, and attendance from participants will be required for the whole duration of the seminar including breakout groups'/workshops. Different aspects, such as inclusion of participants holding ratings in other categories of aircraft should be considered.

3 Some experienced FIs/IRIs currently involved with flying training and with a practical understanding of the revalidation requirements and current instructional techniques should be included as speakers at these seminars.

4 The attendance form (see IEM FCL 2.355) will be completed and signed by the organiser of the seminar, as approved by the Authority, following attendance and satisfactory participation by the FI/IRI.

5 The content of the FI/IRI refresher seminar should be selected from the following:

- a. new and/or current rules/regulations, with emphasis on knowledge of JAR-FCL and JAR-OPS requirements;
- b. teaching and learning;
- c. instructional techniques;
- d. the role of the instructor;
- e. national regulations (as applicable);
- f. human factors;
- g. flight safety, incident and accident prevention;
- h. airmanship;
- i. legal aspects and enforcement procedures;
- j. navigational skills including new/current radio navigation aids;
- k. teaching instrument flying;
- l. weather related topics including methods of distribution; and
- m. any additional topic is selected by the Authority.

Formal sessions should allow for a presentation time of 45 minutes, with 15 minutes for questions. The use of visual aids is recommended, with interactive video and other teaching aids (where available) for breakout groups/workshops.

[Amdt. 1, 01.12.00]

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**AMC FCL 2.365****Course for the type rating instructor (helicopter) for, as applicable, single or multi-pilot helicopters certificated for VFR or IFR operation (TRI(H))****(See JAR-FCL 2.365)****[(See Appendix 1 to JAR-FCL 2.365)]**

## COURSE OBJECTIVE

1 The course should be designed to give adequate training to the applicant in theoretical knowledge and flying instructional techniques based upon established teaching methods. The training programme should give details of all theoretical knowledge, flight and/or synthetic flight instructions.

2 On successful completion of the course and final test, the applicant may be issued with a type rating instructor (helicopter) rating permitting the holder to give theoretical knowledge and flight training appropriate to any helicopter type rating for which the applicant is qualified (see JAR-FCL 2.365).

3 The TRI(H) course should give particular stress to the role of the individual in relation to the importance of human factors in the man-machine environment. Special attention should be paid to the applicant's maturity and judgement including an understanding of adults, their behavioral attitudes and variable levels of ability.

4 All the subject detail contained in the Theoretical knowledge and Flight Training Syllabus should already be known by the applicant. Therefore the purpose of the course is to:

- a. refresh and bring up to date technical knowledge;
- b. train the applicant to teach the theoretical knowledge subjects and air exercises;
- c. ensure that the applicant's flying is of a sufficiently high standard.

[ ]

[5] During the course, the applicants should be made aware of their own attitudes to the importance of flight safety. Safety awareness should be a fundamental objective throughout the course. It will be of major importance for the course of training to aim at giving applicants the knowledge, skills and attitudes relevant to a type rating instructor's task and to achieve this the course curriculum, in terms of goals and objectives, should comprise at least the following areas:

[ ]

## TRAINING SKILLS

8 The amount of flight training will vary depending on the complexity of the helicopter type. At least 5 hours flight training for a single pilot VFR certificated helicopter, and at least 10 hours for a multi pilot multi engine IFR certificated helicopter, should be given by a TRI instructor designated by the Authority for this purpose. The flight training should aim to ensure that the applicant is able to teach the air exercises safely and efficiently and should be related to the type of helicopter on which the applicant wishes to instruct. The content of the training programme therefore should only cover training exercises applicable to the helicopter type.

9 If a TRI rating for multi-pilot helicopters is sought particular attention should be given to multi-crew cooperation.

10 If a TRI rating for revalidating of instrument ratings is sought then the applicant must hold a valid instrument rating.

11 The TRI rating applicant should be taught and made familiar with giving instruction from the seat normally occupied by the co-pilot.

## Flight training exercises

12 The flight training exercises should be based on the content of the Skill Test and Proficiency Check Record as detailed in Appendix 2 to JAR-FCL 2.240 & 2.295 and Appendix 3 to JAR-FCL 2.240. The

AMC FCL 2.365 (continued)

starred items are only required to be covered for a TRI wishing to instruct for the purpose of revalidation of Instrument Ratings.

### PART 1

#### TEACHING AND LEARNING

##### Item No

- 1 THE LEARNING PROCESS
  - Motivation
  - Perception and understanding
  - Memory and its application
  - Habits and transfer
  - Obstacles to learning
  - Incentives to learning
  - Learning methods
  - Rates of learning
- 2 THE TEACHING PROCESS
  - Elements of effective teaching
  - Planning of instructional activity
  - Teaching methods
  - Teaching from the 'known' to the 'unknown'
  - Use of 'lesson plans'
- 3 TRAINING PHILOSOPHIES
  - Value of a structured (approved) course of training
  - Importance of a planned syllabus
  - Integration of theoretical knowledge and flight training
- 4 TECHNIQUES OF APPLIED INSTRUCTION
  - a. THEORETICAL KNOWLEDGE – Classroom instruction techniques
    - Use of training aids
    - Group lectures
    - Individual briefings
    - Student participation/discussion
  - b. FLIGHT – Airborne instruction techniques
    - The flight/cockpit environment
    - Techniques of applied instruction
    - Post flight and in-flight judgement and decision making
- 5 STUDENT EVALUATION AND TESTING
  - a. Assessment of student performance
    - The function of progress tests
    - Recall of knowledge
    - Translation of knowledge into understanding
    - Development of understanding into actions
    - The need to evaluate rate of progress
  - b. Analysis of student errors
    - Establish the reason for errors
    - Tackle major faults first, minor faults second

AMC FCL 2.365 (continued)

Avoidance of over criticism  
The need for clear concise communication

## 6 TRAINING PROGRAMME DEVELOPMENT

Lesson planning  
Preparation  
Explanation and demonstration  
Student participation and practice  
Evaluation

## 7 HUMAN PERFORMANCE AND LIMITATIONS RELEVANT TO FLIGHT INSTRUCTORS

Physiological factors  
Psychological factors  
Human information processing  
Behavioral attitudes  
Development of judgement and decision making

## 8 HAZARDS INVOLVED IN SIMULATING SYSTEMS FAILURES AND MALFUNCTIONS IN THE HELICOPTER DURING FLIGHT

Selection of a safe altitude  
Importance of 'touch drills'  
Situational awareness  
Adherence to correct procedures

## 9 TRAINING ADMINISTRATION

Flight/theoretical knowledge training records  
Pilot's personal flying log book  
The flight/theoretical knowledge curriculum  
Study material  
Official forms  
Helicopter Flight Manuals/Pilot's Operating Handbooks  
Helicopter documents  
The pilot's licence regulations

## PART 2

### TECHNICAL TRAINING

1 The course should be related to the type of helicopter on which the applicant wishes to instruct. A training programme should give details of all theoretical knowledge instruction.

2 Identification and application of human factors (as set in the ATPL syllabus 040) related to multi-crew co-operation aspects of the training.

3 The content of the [the flight training exercises should be based on the content of the skill test and proficiency check as detailed in Appendix 2 to JAR-FCL 2.240 & 2.295 and Appendix 3 to JAR-FCL 2.240. The starred items are only required to be covered for a TRI wishing to instruct for the purpose of revalidation of Instrument Ratings]

4 The TRI rating applicant should be taught and made familiar with giving instruction from the seat normally occupied by the co-pilot.

[ ]

AMC FCL 2.365 (continued)

**SUGGESTED APPROXIMATE BREAKDOWN OF HOURS FOR THE THEORETICAL KNOWLEDGE INSTRUCTION SECTION OF THE TYPE RATING INSTRUCTOR (HELICOPTER) COURSE.**

*(The item numbers shown below relate to the item numbers of 'Teaching and learning' above.)*

Item No	Tuition hours	Practice hrs in class	Comment	Progress tests
1	1.00	-	Allow for questions and short discussion periods.	
2	1.00	-	The tuition time should allow for questions and short discussion periods.	
3	2.00	-	The PPL training syllabus should be used as reference material.	
4.a.	1.00	2.00	The time spent in practice under this item will involve the applicants refreshing their technical knowledge, and developing their classroom instruction techniques. It will also include discussion between applicants and advice on teaching from the supervising instructor.	
4.b.	1.00	2.00	The time spent in practice will be mainly directed to the giving of pre-flight briefings. It will allow the applicants to develop their ability to give a practical and short briefing (10-15 minutes) to a student pilot. The briefing will outline in a logical sequence the flight lesson to be undertaken.	
5.a.	1.00	-	Emphasis should be placed on the validity of questions.	
5.b.	2.00	-	Emphasis should be placed on the need to give encouragement.	
6	1.00	2.00	The time spent in practice will be directed towards the planning of classroom lesson periods and the development of the applicants' ability to construct lesson plans.	
7	2.00	-	Scenarios relevant to good judgement and decision making should be set and analysed	
8	2.00	-	Examples of hazards should cover a broad range of types of operation.	
9	2.00	-	General revision of relevant documents	
<hr/>				
<b>TOTAL:</b>	16.00	6.00		
<hr/>				
<b>COURSE TOTAL:</b>	22 HOURS (including progress tests)			

[Amdt. 2, 01.11.02]

**AMC FCL 2.395****Course for the instrument rating instructor rating (helicopter) (IRI(H))****See JAR-FCL 2.395****[(See Appendix 1 to JAR-FCL 2.395)]**

[ ]

**[COURSE OBJECTIVE]**

[1] The IRI(H) course should give particular stress to the role of the individual in relation to the importance of human factors in the man-machine environment. Special attention should be paid to the applicant's levels of maturity and judgement including an understanding of adults, their behavioural attitudes and variable levels of education.

[2] With the exception of the section on Teaching and Learning, all the subject detail contained in the Theoretical knowledge and Flight Training Syllabus is complementary to the Instrument Rating Course Syllabus which should already be known by the applicant. Therefore the objective of the course is to:

- a. refresh and bring up to date the technical knowledge of the student instructor;
- b. train pilots in accordance with the requirements of the modular instrument flying training course (see Appendix 1 to JAR-FCL 2.205);
- c. enable the applicant to develop the necessary instructional techniques required for teaching of instrument flying, radio navigation and instrument procedures to the level required for the issue of an IR; and
- d. ensure that the student instrument instructor's flying is of a sufficiently high standard.

[3] Some of the air exercise in Part Three – Flight Training Syllabus of this AMC may be combined in the same flight.

[4] During the course, the applicants should be made aware of their own attitudes to the important aspect of flight safety. Improving safety awareness should be a fundamental objective throughout the course. It will be of major importance for the course of training to aim at giving applicants the knowledge, skills and attitudes relevant to a flight instructor's task and to achieve this, the course curriculum, in terms of objectives should comprise at least the following areas.

**PART 1****TEACHING AND LEARNING****Item No****1 THE LEARNING PROCESS**

Motivation  
 Perception and understanding  
 Memory and its application  
 Habits and transfer  
 Obstacles to learning  
 Incentives to learning  
 Learning methods  
 Rates of learning

**2 THE TEACHING PROCESS**

Elements of effective teaching  
 Planning of instructional activity  
 Teaching methods  
 Teaching from the 'known' to the 'unknown'  
 Use of 'lesson plans'

AMC FCL 2.395 (continued)

## 3 TRAINING PHILOSOPHIES

Value of a structured (approved) course of training  
Importance of a planned syllabus  
Integration of theoretical knowledge and flight training

## 4 TECHNIQUES OF APPLIED INSTRUCTION

- a. THEORETICAL KNOWLEDGE – Classroom instruction techniques
  - Use of training aids
  - Group lectures
  - Individual briefings
  - Student participation/discussion
- b. FLIGHT – Airborne instruction techniques
  - The flight/cockpit environment
  - Techniques of applied instruction
  - Post flight and in-flight judgement and decision making

## 5 STUDENT EVALUATION AND TESTING

- a. Assessment of student performance
  - The function of progress tests
  - Recall of knowledge
  - Translation of knowledge into understanding
  - Development of understanding into actions
  - The need to evaluate rate of progress
- b. Analysis of student errors
  - Establish the reason for errors
  - Tackle major faults first, minor faults second
  - Avoidance of over criticism
  - The need for clear concise communication

## 6 TRAINING PROGRAMME DEVELOPMENT

Lesson planning  
Preparation  
Explanation and demonstration  
Student participation and practice  
Evaluation

## 7 HUMAN PERFORMANCE AND LIMITATIONS RELEVANT TO FIGHT INSTRUCTION

Physiological factors  
Psychological factors  
Human information processing  
Behavioural attitudes  
Development of judgement and decision making

## 8 HAZARDS INVOLVED IN SIMULATING SYSTEMS FAILURES AND MALFUNCTIONS IN THE HELICOPTER DURING FLIGHT

Selection of a safe altitude ( i.e. SE operation with low or no power )  
Importance of 'touch drills'

AMC FCL 2.395 (continued)

Situational awareness  
Adherence to correct procedures

**9 TRAINING ADMINISTRATIONS**

Flight/theoretical knowledge training records  
Pilot's personal flying log book  
The flight/theoretical knowledge curriculum  
Study material  
Official forms  
Aircraft Flight/Owner's Manuals/Pilot's Operating Handbooks  
Flight authorization papers  
Aircraft documents  
The Instrument Pilot's rating regulations

**PART 2**

**THEORETICAL KNOWLEDGE INSTRUCTION SYLLABUS**

The theoretical subjects covered below should be used to develop the instructor's teaching skills. The items selected should relate to the student's background and should be applied to training for an IR(H).

**GENERAL SUBJECTS**

**PHYSIOLOGICAL/PSYCHOLOGICAL FACTORS**

The Senses  
Spatial Disorientation  
Sensory Illusions  
Stress

**FLIGHT INSTRUMENTS**

Airspeed Indicator  
Altimeter  
Vertical Speed Indicator  
Attitude Indicator  
Heading Indicator  
Turn and [Slip] Indicator[ ]  
Magnetic Compass

In relation to the above instruments the following items should be covered:

Principles of Operation  
Errors and in-flight Serviceability Checks  
System Failures

**RADIO NAVIGATION AIDS**

Basic Radio Principles  
Use of VHF R/T Channels  
The Morse Code  
Basic Principles of Radio Aids



AMC FCL 2.395 (continued)

VHF Omni Range (VOR)  
Ground and Helicopter Equipment  
Non Directional Beacons (NDB[ ])  
VHF Direction Finding (VHF/DF)  
Ground and Helicopter Equipment  
Radio Detection and Ranging (RADAR)  
Ground Equipment  
Primary Radar  
Secondary Surveillance Radar  
Helicopter Equipment  
Transponders  
Precision Approach System  
Other Navigational Systems (as applicable) in current Operational use  
Ground and Helicopter Equipment  
Distance Measuring Equipment (DME)  
Ground and Helicopter Equipment  
Marker Beacons  
Ground and Helicopter Equipment  
Pre-Flight Serviceability Checks  
Range, Accuracy and Limitations of Equipment

#### FLIGHT PLANNING CONSIDERATIONS

#### AERONAUTICAL INFORMATION PUBLICATIONS

The course of training should cover the items listed below, but the applicant's aptitude and previous aviation experience should be taken into account when determining the amount of instructional time allotted.

Although a number of items contained under this heading are complementary to those contained in the PPL/CPL/IR syllabi, the instructor should ensure that they have been covered during the applicant's training and due allowance should be made for the time needed to revise these items as necessary.

The Aeronautical Information Publication  
NOTAM Class 1 and 2  
Aeronautical Information Circulars  
Information of an Operational Nature

The Rules of the Air and Air Traffic Services (RAC)  
Visual Flight Rules and Instrument Flight Rules  
Flight Plans and ATS Messages  
Use of Radar in Air Traffic Services  
Radio Failure

Classification of Airspace  
Airspace Restrictions and Hazards

Holding and Approach to Land Procedures  
Precision Approaches/Non Precision Approaches  
Radar Approach Procedures  
Missed Approach Procedures  
Visual Manoeuvring after an Instrument Approach  
Conflict Hazards in Uncontrolled Airspace

Communications  
Types of Services  
Extraction of AIP Data Relating to Radio Aids

AMC FCL 2.395 (continued)

Charts Available  
En-route  
Departure and Arrival  
Instrument Approach and Landing  
Amendments, Corrections and Revision Service

## FLIGHT PLANNING GENERAL

The Objectives of Flight Planning  
Factors Affecting Helicopter and Engine Performance  
Selection of Alternate(s)  
Obtaining Meteorological Information  
Services Available  
Met Briefing  
[Telephone or Electronic Data Processing]  
Actual Weather Reports (TAFs, METARs, SIGMET and ATIS)  
The Route Forecast  
The Operational Significance of the Meteorological Information Obtained (including Icing, Turbulance and Visibility)  
Altimeter Considerations  
Definitions of  
Transition Altitude  
Transition Level  
Flight Level  
QNH  
Regional QNH  
Standard Pressure Setting  
QFE  
Altimeter Setting Procedures  
Pre-Flight Altimeter Checks  
Take off and Climb  
En-Route  
Approach and Landing  
Missed Approach  
Terrain Clearance  
Selection of a Minimum Safe En-Route Altitude  
Instrument Flight Rules  
Preparation of Charts  
Choice of Routes and Flight Levels  
Compilation of Flight Plan/Log Sheet  
Log Sheet Entries  
Navigation Ground Aids to be used  
Frequencies/[Identification]  
Radials and Bearings  
Tracks and Fixes  
Safety Altitude(s)  
Fuel Calculations  
ATC Frequencies (VHF)  
Tower, Approach, En-Route, Radar, FIS, ATIS, and weather reports  
Minimum [ ] Sector Altitudes [ ] at Destination and Alternate Aerodromes  
Determination of Minimum Safe Descent Heights/Altitudes (Decision Heights) at Destination and Alternate Aerodromes

AMC FCL 2.395 (continued)

## THE PRIVILEGES OF THE INSTRUMENT RATING

Outside Controlled Airspace

Within Controlled Airspace

Period of Validity and Renewal Procedures

## **PART 3**

### FLIGHT INSTRUCTION SYLLABUS CONTENTS

#### LONG BRIEFINGS AND AIR EXERCISES

- 1 Instrument Flying (For revision as deemed necessary by the Course Instructor)
- 2 Instrument Flying (Advanced)
- 3 Radio Navigation (Applied Procedures) – use of VOR
- 4 Radio Navigation (Applied Procedures) – use of NDB
- 5 Radio Navigation (Applied Procedures) – use of VHF/DF
- 6 Radio Navigation (Applied Procedures) – use of DME
- 7 Radio Navigation (Applied Procedures) – use of Transponders
- 8 Radio Navigation (Applied Procedures) – use of En-Route Radar Services
- 9 Pre-Flight and Aerodrome Departure and Arrival Procedures
- 10 Instrument Approach – precision approach aid to Specified Minima- Missed Approach Procedures
- 11 Instrument Approach – non-precision approach to Specified Minima- Missed Approach Procedures
- 12 Radio navigation (Applied Procedures) – use of GPS (to be developed)

#### **LONG BRIEFING 1**

##### INSTRUMENT FLYING (Basic)

Flight Instruments

Physiological Considerations

Instrument Appreciation

Attitude Instrument Flight

Pitch Indications

Bank Indications

Different Instrument Presentations

Introduction to the Use of the Attitude Indicator

Pitch Attitude

Bank Attitude

Maintenance of Heading and Balanced flight

Instrument Limitations (inc System Failures)

AMC FCL 2.395 (continued)

## **ATTITUDE, POWER & PERFORMANCE**

### **Attitude Instrument Flight**

Control Instruments

Performance Instruments

Effect of Changing Power [ ]

Cross Checking the Instrument Indications

Instrument Interpretation

Direct and Indirect Indications (Performance Instruments)

Instrument Lag

Selective Radial Scan

### **THE BASIC FLIGHT MANOEUVRES (FULL PANEL)**

Straight and Level Flight at Various Airspeeds [ ]

Climbing

Descending

Standard Rate Turns

Level, Climbing and Descending On to Pre-Selected Headings

### **AIR EXERCISE 1**

#### **INSTRUMENT FLYING (Basic)**

Physiological Sensations

Instrument Appreciation

Attitude Instrument Flight

Pitch Attitude

Bank Attitude

Maintenance of Heading and Balanced Flight

Attitude Instrument Flight

Effect of Changing Power [ ]

Cross Checking the Instruments

Selective Radial Scan

### **THE BASIC FLIGHT MANOEUVRES (FULL PANEL)**

Straight and Level Flight at various Airspeeds and Helicopter Configurations

Climbing

Descending

Standard Rate Turns

Level, Climbing and Descending on to Pre-Selected Headings

[Manoeuvring at minimum and maximum IMC speed]

## **LONG BRIEFING 2**

#### **INSTRUMENT FLYING (Advanced)**

Full Panel

30 degrees Level Turns

Unusual Attitudes – Recoveries

Transition to Instruments after Take-off

Limited Panel

Basic Flight Manoeuvres

Unusual Attitudes – Recoveries

AMC FCL 2.395 (continued)

## **AIR EXERCISE 2**

Full Panel

30 degrees Level Turns

Unusual Attitudes – Recoveries

Identification and Recovery from Low Pitch Steep Bank and High Pitch Steep Bank Attitudes ( at low and high power settings )

Limited Panel

Repeat of the Above Exercises

## **LONG BRIEFING 3**

### **RADIO NAVIGATION (APPLIED PROCEDURES)**

#### **USE OF VOR (VHF OMNI RANGE)**

Availability of VOR Stations En-Route

Station Frequencies and Identification [ ]

Signal Reception Range

Effect of Altitude

VOR Radials

[ ]

Use of Omni Bearing Selector

To/From Indicator

Orientation

Selecting Radials

Intercepting a Pre-Selected Radial

Assessment of Distance to Interception

Effects of Wind

Maintaining a Radial

Tracking To/From a VOR Station

Procedure Turns

Station Passage

Use of Two Stations for Obtaining a Fix

Pre-Selecting Fixes Along a Track

Assessment of Ground Speed and [Timing]

Holding Procedures

Various Entries

Communication (R/T Procedures and ATC Liaison)

## **AIR EXERCISE 3**

### **RADIO NAVIGATION (APPLIED PROCEDURES)**

#### **USE OF VOR (VHF OMNI RANGE)**

Station Selection and Identification

Orientation

Intercepting a Pre-Selected Radial

R/T Procedures and ATC Liaison

Maintaining a Radial Inbound

Recognition of Station Passage

Maintaining a Radial Outbound

Procedure Turns

Use of Two Stations to Obtain a Fix Along the Track

Assessment of Ground Speed and [Timing]

AMC FCL 2.395 (continued)

Holding Procedures[/Entries]

[ ]

Holding at a Pre-Selected Fix

Holding at a VOR Station

#### **LONG BRIEFING 4**

RADIO NAVIGATION (APPLIED PROCEDURES)

USE OF ADF (AUTOMATIC DIRECTION FINDING EQUIPMENT)

Availability of NDB (Non Directional Beacons) Facilities En-Route

Location, Frequencies, Tuning (as applicable) and Identification Codes

AMC FCL 2.395 (continued)

Signal Reception Range

Static Interference

Night Effect

Station Interference

Mountain Effect

Coastal Refraction

Orientation in Relation to a NDB

Homing

Intercepting a Pre-Selected Magnetic Bearing and Tracking Inbound

Station Passage

Tracking Outbound

Time/Distance Checks

Use of Two NDBs to Obtain a Fix or alternatively use of One NDB and One other Navaid

Holding Procedures

[ ]

Communication (R/T Procedures and ATC Liaison)

#### **AIR EXERCISE 4**

RADIO NAVIGATION (APPLIED PROCEDURES)

USE OF ADF (AUTOMATIC DIRECTION FINDING EQUIPMENT)

Selecting, Tuning and Identifying a NDB

ADF Orientation

Communication (R/T Procedures and ATC Liaison)

Homing

Tracking Inbound

Station Passage

Tracking Outbound

Time/Distance Checks

Intercepting a Pre-Selected Magnetic Bearing

Determining the Helicopter's position from Two NDBs or alternatively from One NDB and One Other Navaid

ADF Holding Procedures

[ ]

AMC FCL 2.395 (continued)

**LONG BRIEFING 5****RADIO NAVIGATION (APPLIED PROCEDURES)**

USE OF VHF/DF (Very High Frequency/Direction Finding)

Availability of VHF/DF Facilities En-Route

Location, Frequencies, Station Call Signs and Hours of Operation

Signal and Reception Range

Effect of Altitude

Communication (R/T Procedures and ATC Liaison)

Obtaining and Using Types of Bearings, e.g. QTE, QDM, QDR

Homing to a Station

Effect of Wind

Use of Two VHF/DF Stations to Obtain a Fix (or alternatively One VHF/DF Station and One other Navaid)

Assessment of Groundspeed and [Timing]

**AIR EXERCISE 5****RADIO NAVIGATION (APPLIED PROCEDURES)**

USE OF VHF/DF (Very High Frequency/Direction Finding)

Establishing Contact with a VHF/DF Station

R/T Procedures and ATC Liaison

Obtaining and Using a QDR and QTE

Homing to a Station

Effect of Wind

Use of Two VHF/DF Stations to Obtain a Fix (or alternatively One VHF/DF Station and One other Navaid)

Assessment of Groundspeed and [Timing]

**LONG BRIEFING 6**

USE OF DME (Distance Measuring Equipment)

Availability of DME Facilities

Location, Frequencies and Identification Codes

Signal Reception Range

Slant Range

Use of DME to obtain Distance, Groundspeed and [Timing]

Use of DME to obtain a Fix

**AIR EXERCISE 6**

USE OF DME (Distance Measuring Equipment)

Station Selection and Identification

Use of Equipment Functions

Distance

Groundspeed

[Timing]

DME Arc Approach

DME Holding

AMC FCL 2.395 (continued)

**LONG BRIEFING 7****USE OF TRANSPONDERS (SSR)**

Operation of Transponders  
Code Selection Procedure  
Emergency Codes  
Precautions when using Airborne Equipment

**AIR EXERCISE 7****USE OF TRANSPONDERS (SSR)**

Operation of Transponders

AMC FCL 2.395 (continued)  
Types of Transponders  
Code Selection Procedure  
Emergency Codes  
Precautions when Selecting the Required Code

**LONG BRIEFING 8****USE OF EN-ROUTE RADAR**

Availability of Radar Services  
Location, Station Frequencies, Call Signs and Hours of Operation  
AIP and NOTAMS  
Provision of Service  
Communication (R/T, Procedures and ATC Liaison)  
Airspace Radar Advisory Service  
Emergency Service  
Aircraft Separation Standards

**AIR EXERCISE 8****USE OF EN-ROUTE RADAR**

Communication (R/T Procedures and ATC Liaison)  
Establishing the Service Required and Position Reporting  
Method of Reporting Conflicting Traffic  
Terrain Clearance

**LONG BRIEFING 9****PRE-FLIGHT AND AERODROME DEPARTURE**

Determining the Servicability of the Radio equipment  
Navigation Equipment  
Obtaining the Departure Clearance  
Setting up Radio Nav aids prior to Take-off e.g. VOR Frequencies, Required Radials, etc  
Aerodrome Departure Procedures, Frequency Changes

Altitude and Position Reporting as Required

Standard Instrument Departure Procedures (SIDs)  
Obstacle Clearance Considerations



AMC FCL 2.395 (continued)

## AIR EXERCISE 9

### PRE-FLIGHT AND AERODROME DEPARTURE

Radio Equipment Servicing Checks

Departure Clearance

Navaid Selection

Frequencies, Radials, etc

Aerodrome Departure Checks, Frequency Changes, Altitude and Position Reports

Standard Instrument Departure Procedures (SIDs)

## LONG BRIEFING 10

### INITIAL/INTERMEDIATE/FINAL APPROACH PROCEDURES

AMC FCL 2.395 (continued)

Precision Approach Charts

Approach to the Initial Approach Fix and Minimum Sector Altitude

Navaid Requirements, e.g. Radar, ADF, etc

Communication (ATC Liaison and R/T Phraseology)

Review:

Holding Procedure

The Final Approach Track

Forming a Mental Picture of the Approach

Completion of Aerodrome Approach Checks

Initial Approach Procedure

Selection of the ILS Frequency and Identification [ ]

Obstacle Clearance Altitude/Height

Operating Minima

Achieving the Horizontal and Vertical Patterns

Assessment of Distance, Groundspeed Time, and Rate of Descent from the Final Approach Fix to the Aerodrome

Use of DME (as applicable)

Go Around and Missed Approach Procedure

Review of the Published Instructions

Transition from Instrument to Visual Flight (Sensory Illusions)

### VISUAL MANOEUVRING AFTER AN INSTRUMENT APPROACH

Circling Approach

Visual Approach to Landing

## AIR EXERCISE 10

### PRECISION APPROACH PROCEDURE

Initial Approach to the ILS

Completion of Approach Planning

Holding Procedure

Frequency Selection and Identification of ILS

Review of the Published Procedure and Minimum [ ] Sector Altitude

Communication (ATC Liaison and R/T Phraseology)

Determination of Operating Minima and Altimeter Setting

Weather Consideration, e.g. Cloud Base and Visibility

Availability of Landing site Lighting

ILS Entry Methods

Radar Vectors

**AMC FCL 2.395 (continued)**

Procedural Method

Assessment of Approach Time from the Final Approach Fix to the Aerodrome

Determination of:

The Descent Rate on Final Approach

[ ]

The Wind Velocity at the Surface and the Length of the Landing Site

The Obstruction Heights to be borne in mind during Visual manoeuvring after an Instrument Approach

Circling approach

The Approach:

At the Final Approach Fix

Use of DME (as applicable)

ATC liaison

Note Time and establish Airspeed and Descent Rate

Maintaining the Localizer and Glide Path

Anticipation in Change of Wind Velocity and its Effect on Drift

Decision Height

Landing Direction

Go Around and Missed Approach Procedure

Transition from Instrument to Visual Flight

Circling Approach

Visual Approach to Landing

**LONG BRIEFING 11****NON-PRECISION APPROACH PROCEDURE**

Non-Precision Approach Charts

Initial Approach to the Initial Approach Fix and Minimum Sector Altitude

ATC Liaison

Communication (ATC Procedures and R/T Phraseology)

Approach Planning:

Holding Procedure

The Approach Track

Forming a Mental Picture of the Approach

Initial Approach Procedure

Operating Minima

Completion of Approach Planning

Achieving the Horizontal and Vertical Patterns

Assessment of Distance, Groundspeed Time, and Rate of Descent from the Final Approach Fix (FAF) to the Aerodrome

Use of DME (as applicable)

Go Around and Missed Approach Procedure

Review of the Published Instructions

Transition from Instrument to Visual Flight (Sensory Illusions)

Visual Manoeuvring after an Instrument Approach

Circling Approach

Visual Approach to Landing

**AIR EXERCISE 11****NON-PRECISION APPROACH PROCEDURE**

Completion of Approach Planning including

Determination of:

Descent Rate from the Final Approach Fix

AMC FCL 2.395 (continued)

[ ]

The Wind Velocity at the Surface and Length of the Landing site

The Obstruction Heights to be Borne in Mind During Visual Manoeuvring after an Instrument Approach  
Circling Approach

Go Around and Missed Approach Procedure

Initial Approach [ ]

Frequency Selection and Identification [ ]

Review of the Published Procedure and Minimum Safe Sector Altitude

ATC liaison and R/T Phraseology

Determination of Decision Height and Altimeter Setting

Weather Considerations, e.g. Cloud Base and Visibility

Availability of Landing site Lighting

Determination of Inbound Track

Assessment of Time from Final Approach Fix to the Missed Approach Point

[ ]

ATC Liaison

The Outbound Procedure (incl. Completion of Pre-Landing Checks)

The Inbound Procedure

Re-Check of Identification Code

Altimeter Setting Re-Checked

The Final Approach

Note Time and Establish Airspeed and Descent Rate

Maintaining the Final Approach Track

Anticipation of Change in Wind Velocity and its Effect on the Drift

Minimum Descent Altitude/Height

Landing site Direction

Go Around and Missed Approach Procedure

Transition from Instrument to Visual Flight (Sensory Illusions)

Visual Approach

[ ]

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**AMC/IEM I – EXAMINERS****AMC FCL 2.425****Standardisation arrangements for examiners****[(See Appendix 1 to JAR-FCL 2.425)]**

## General

1 The standards of competence of pilots depends to a great extent on the competence of examiners. Examiners will be briefed by the Authority on the JAR-FCL requirements, the conduct of skill tests and proficiency checks, and their documentation and reporting. Examiners should also be briefed on the protection requirements for personal data, liability, accident insurance and fees, as applicable in the JAA member State concerned.

[ ]

## EXAMINER AUTHORISATION

[2] Any dispensation from the qualification requirements of JAR-FCL 2.425(a) through (c) should be limited to circumstances in which a fully qualified examiner cannot be made available. Such circumstances may, for example, include skill tests on a new or rare type, for which the examiner should at least hold an instructor rating on a helicopter having the same kind and number of rotors/engines and of the same order of mass.

[3] Inspectors of the Authority supervising examiners should ideally meet the same requirements as the examiners being supervised. However, it is unlikely that they could be so qualified on the large variety of types and tasks for which they have a responsibility and, since they normally only observe training and testing, it is acceptable if they are qualified for the role of inspector.

[4] The standardisation arrangements should include, as appropriate to the role of the examiner, at least the following instruction:

- (i) those national requirements relevant to their examination duties;
- (ii) fundamentals of human performance and limitations relevant to flight examination;
- (iii) fundamentals of evaluation relevant to examinee's performance;
- (iv) JAR-FCL, related JARs and Joint Implementation Procedures (JIP)
- (v) Quality System as related to JAR-FCL; and
- (vi) Multi-crew co-operation (MCC), Human Performance and Limitations, if applicable.

The Authority will employ, or have available, a sufficient number of inspectors or senior examiners to conduct, supervise and/or inspect the standardisation arrangements according to JAR-FCL 2.425(c).

## LIMITATIONS

[5] An examiner should plan per working day not more than three test checks relating to PPL, CPL, IR rating, or more than two test/checks relating to FI, CPL/IR and ATPL or more than four tests/checks relating to type/rating.

[6] An examiner should plan at least three hours for a PPL, CPL, IR rating test/checks, and at least four hours for FI, ATPL or type rating tests/checks, including pre-flight briefing and preparation, conduct of the test/check, de-briefing and evaluation of the applicant and documentation.

[7] An examiner should allow an applicant adequate time to prepare for a test/check, normally not more than one hour.

[8] An examiner should plan a test/check flight so that the flight time in a helicopter or ground time in an approved synthetic training device is not less than:

- (a) 90 minutes for PPL and CPL, including navigation section;  
60 minutes for IR, FI and single pilot type rating; and  
120 minutes for ATPL.

AMC FCL 2.425 (continued)

#### PURPOSE OF A TEST/CHECK

- [9] Determine through practical demonstration during a test/check that an applicant has acquired or maintained the required level of knowledge and skill/proficiency;
- [10] Improve training and flight instruction in registered facilities, FTOs and TRTOs by feedback of information from examiners concerning items/sections of tests/checks that are most frequently failed;
- [11] Assist in maintaining and, where possible, improving air safety standards by having examiners display good airmanship and flight discipline during tests/checks.

#### JAR-FCL STANDARDS

- [12] It is essential that examiners consistently apply JAR-FCL standards during a test/check. However, as the circumstances of each test/check conducted by an examiner may vary, it is also important that an examiner's test/check assessment takes into account any adverse condition(s) encountered during the test/check.

#### CONDUCT OF TEST/CHECK

- [13] An examiner will ensure that an applicant completes a test/check in accordance with JAR-FCL requirements and is assessed against the required test/check standards.
- [14] (To be developed.)
- [15] Marginal or questionable performance of a test/check item should not influence an examiner's assessment of any subsequent items.
- [16] An examiner should verify the requirements and limitations of a test/check with an applicant during the pre-flight briefing.
- [17] When a test/check is completed or discontinued, an examiner should de-brief the applicant and give reasons for items/sections failed. In the event of a failed or discontinued skill test or proficiency check, the examiner should provide appropriate advice to assist the applicant in re-tests/re-checks.
- [18] Any comment on, or disagreement with, an examiner's test/check evaluation/assessment made during a debrief will be recorded by the examiner on the test/check report, and will be signed by the examiner and countersigned by the applicant. The same examiner should not re-examine a failed applicant without the agreement of the applicant.

#### EXAMINER PREPARATION

- [19] An examiner should supervise all aspects of the test/check flight preparation, including, where necessary, obtaining or assuring an ATC "slot" time.
- [20] An examiner will plan a test/check in accordance with JAR-FCL requirements. Only the manoeuvres and procedures set out in the appropriate test/check form will be undertaken. The same examiner should not re-examine a failed applicant without the agreement of the applicant.

#### EXAMINER APPROACH

- [21] An examiner should encourage a friendly and relaxed atmosphere to develop both before and during a test/check flight. A negative or hostile approach should not be used. During the test/check flight, the examiner should avoid negative comments or criticisms and all assessments should be reserved for the de-briefing.

#### ASSESSMENT SYSTEM

- [22] Although test/checks may specify flight test tolerances, an applicant should not be expected to achieve these at the expense of smoothness or stable flight. An examiner should make due allowance for unavoidable deviations due to turbulence, ATC instructions, etc.. An examiner should terminate a test/check only for the purpose of assessing the applicant, or for safety reasons. An examiner will use one of the following terms for assessment:

AMC FCL 2.425 (continued)

- (a) A “pass”, provided the applicant demonstrates the required level of knowledge, skill/proficiency and, where applicable, remains within the flight test tolerances for the licence or rating; or
- (b) A “fail”, provided that any of the following apply:
- (i) the flight test tolerances have been exceeded after the examiner has made due allowance for turbulence or ATC instructions;
  - (ii) the aim of the test/check is not completed;
  - (iii) the aim of exercise is completed but at the expense of unsafe flight, violation of a rule or regulation, poor airmanship or rough handling;
  - (iv) an acceptable level of knowledge is not demonstrated;
  - (v) an acceptable level of flight management is not demonstrated; or
  - (vi) the intervention of the examiner or safety pilot is required in the interest of safety.
- (c) A “partial pass” in accordance with the criteria shown in the relevant skill test appendix of JAR-FCL.

#### METHOD AND CONTENTS OF THE TEST/CHECK

[23] Before undertaking a test/check an examiner will verify that the helicopter or synthetic training device intended to be used, is suitable and appropriately equipped for the test/check. Only helicopters or synthetic training devices approved by the Authority for skill testing/proficiency checking may be used.

[24] A test/check flight will be conducted in accordance with the aircraft flight manual (AFM) and, if applicable, the aircraft operators manual (AOM).

[25] A test/check flight will be conducted within the limitations contained in the operations manual of a FTO/TRTO and, where applicable, the operations manual of a registered facility.

#### [26] Contents

- (a) A test/check is comprised of:
- oral examination on the ground (where applicable);
  - pre-flight briefing;
  - in-flight exercises; and
  - post-flight de-briefing
- (b) Oral examination on the ground should include:
- aircraft general knowledge and performance;
  - planning and operational procedures; and
  - other relevant items/sections of the test/check
- (c) Pre-flight briefing should include:
- test/check sequence;
  - power setting and speeds; and
  - safety considerations
- (d) In-flight exercises will include:
- each relevant item/section of the test/check
- (e) Post-flight de-briefing should include:
- assessment/evaluation of the applicant
  - documentation of the test/check with the applicants instructor present, if possible.

[27] A test/check is intended to simulate a practical flight. Accordingly, an examiner may set practical scenarios for an applicant while ensuring that the applicant is not confused and air safety is not compromised.

[28] An examiner should maintain a flight log and assessment record during the test/check for reference during the post/flight de-brief.

AMC FCL 2.425 (continued)

[29] An examiner should be flexible to the possibility of changes arising to pre-flight briefs due to ATC instructions, or other circumstances affecting the test/check.

[30] Where changes arise to a planned test/check an examiner should be satisfied that the applicant understands and accepts the changes. Otherwise, the test/check flight should be terminated.

[31] Should an applicant choose not to continue a test/check for reasons considered inadequate by an examiner, the applicant will be assessed as having failed those items/sections not attempted. If the test/check is terminated for reasons considered adequate by the examiner, only these items/sections not completed will be tested during a subsequent test/check.

[32] At the discretion of the examiner, any manoeuvre or procedure of the test/check may be repeated once by the applicant. An examiner may terminate a test/check at any stage, if it is considered that the applicant's competency requires a complete re-test/re-check.

[Amdt. 1, 01.12.00; Amdt. 2, 01.11.02]

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**IEM FCL 2.425****Notes for guidance and training of type rating examiners (TREs)****See JAR–FCL 2.425(c)**

1 The following guidance material is intended for applicants seeking authorisation to act as a TRE. The related 'Skill test and training record' should also be referred to and consideration given to single-pilot/multi-pilot flight.

2 An inspector of the Authority, or a senior examiner, will observe all TRE applicants conducting a test on a 'candidate' in a helicopter for which TRE authorisation is sought. Items from the 'Syllabi for training and skill tests/proficiency checks for type rating' at Appendix 2 to JAR–FCL 2.240 will be selected by the inspector for examination of the 'candidate' by the TRE applicant. Having agreed with the inspector the content of the test, the TRE applicant will be expected to manage the entire test. This will include briefing, the conduct of the flight, assessment and debriefing of the 'candidate'. The inspector will discuss the assessment with the TRE applicant before the 'candidate' is debriefed and informed of the result.

3 It is intended that all applicants for a TRE authorisation should have received some formal training for this purpose before undertaking a test flight with an inspector. The training should be acceptable to the inspector observing the applicant.

**BRIEFING THE 'CANDIDATE'**

4 The 'candidate' should be given time and facilities to prepare for the test flight. The briefing should cover the following:-

- a. the objective of the flight
- b. licensing checks, as necessary
- c. freedom for the 'candidate' to ask questions
- d. operating procedures to be followed (e.g. operators manual)
- e. weather assessment
- f. operating capacity of 'candidate' and examiner
- g. aims to be identified by 'candidate'
- h. simulated weather assumptions (e.g. icing, cloud base)
- i. contents of exercise to be performed
- j. agreed speed and handling parameters (e.g. V-speeds, bank angle)
- k. use of R/T
- l. respective roles of 'candidate' and examiner (e.g. during emergency)
- m. administrative procedures (e.g. submission of flight plan) in flight

5 The TRE applicant should maintain the necessary level of communication with the 'candidate'. The following check details should be followed by the TRE applicant:

- a. involvement of examiner in a multi-pilot operating environment
- b. the need to give the 'candidate' precise instructions
- c. responsibility for safe conduct of the flight
- d. intervention by examiner, when necessary
- e. use of screens
- f. liaison with ATC and the need for concise, easily understood intentions
- g. prompting the 'candidate' regarding required sequence of events (e.g. following a go-around)
- h. keeping brief, factual and unobtrusive notes



IEM FCL 2.425 (continued)

**ASSESSMENT**

6 The TRE applicant should refer to the flight test tolerances given in Appendix 1 to JAR-FCL 2.210, 'Instrument rating (helicopter) – Skill test'. Attention should be paid to the following points:

- a. questions from the 'candidate'
- b. give results of the test and any sections failed
- c. give reasons for failure

**DEBRIEFING**

7 The TRE applicant should demonstrate to the inspector the ability to conduct a fair, unbiased, debriefing of the 'candidate' based on identifiable factual items. A balance between friendliness and firmness should be evident. The following points should be discussed with the 'candidate', at the applicant's discretion:

- a. advise the candidate how to avoid or correct mistakes
- b. mention any other points of criticism noted
- c. give any advice considered helpful

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**AMC/IEM J – THEORETICAL KNOWLEDGE REQUIREMENTS****IEM FCL 2.475(a)****Construction of computer compatible questions****See JAR-FCL 2.475**

1 The following principles should be observed when developing questions for the central question bank (CQB).

**General**

2 The examination should measure clearly formulated goals. Therefore the field and depth of knowledge to be measured by each question must be fully identified.

3 The more important the field of knowledge, the more questions should be included in the examination, or the more points the answer should be given.

4 Most of the questions should be of the multiple choice type with four alternative answers.

5 Questions should relate to the essentials of the fields of knowledge and not to minor related detail. Numerical questions which differ only in the numbers used and not the method of calculation test the same knowledge; nevertheless, a variety of examples of the same calculation should be available in the CQB to help to minimise cheating.

6 Purely academic questions which have no practical use should be avoided, unless they relate to fundamental concepts. Examples of academic questions which are acceptable are the role of dihedral and camber in aerodynamics, and the definition of dew point in meteorology.

7 Questions which require specialised knowledge of specific aircraft types, should not be asked in a licence examination.

8 Use abbreviations and acronyms only in forms internationally recognised. In case of doubt use the full form, eg angle of attack = 12 degrees instead of  $\alpha = 12^\circ$ . A list of recommended abbreviations for examination purposes is in IEM FCL 2.475(b).

9 Formulate the questions and answers as simply as possible: the examination is not a test of language. Avoid complex sentences, unusual grammar and double negatives.

10 A question should comprise one positive complete proposition. No more than 8 different statements should appear among the suggested responses otherwise the candidate may be able to deduce the correct answer by eliminating the unlikely combinations of statements.

11 Questions should have only one true answer.

12 The correct answer should be absolutely correct and complete or, without doubt, the most preferable. Avoid responses that are so essentially similar that the choice is a matter of opinion rather than a matter of fact. The main interest in MCQs is that they can be quickly performed: this is not achieved if doubt exists about the correct answer.

13 The incorrect alternatives must seem plausible to anyone ignorant of the subject. All of the alternatives should be clearly related to the question and of similar vocabulary, grammatical construction and length. In numerical questions, the incorrect answers should correspond to procedural errors such as corrections applied in the wrong sense or incorrect unit conversions: they must not be mere random numbers.

14 Questions must be referred to the examination syllabus/learning objectives. The level, eg ATPL, CPL, should be indicated.

IEM FCL 2.475(a) (continued)

15 An examination sitting should normally last for between 2 and 3 hours. Exceeding 3 hours may result in wrong answers because the candidate makes errors through fatigue and not because the answer is not known.

16 The author must estimate a reasonable time for answering: about 1–2 minutes, but could vary from 1 to 10 minutes. Consequently, the number of questions for a specific examination may vary.

17 Any documentation required to answer the question (eg tables, graphs) must be provided with the question. Such documentation must be of the same typographical and accuracy standards as normal aeronautical publications. Tables and graphs must include a typical example of their usage. All other documentation is forbidden.

18 Question producers may assume that a simple pocket calculator is available to the candidate.

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**IEM FCL 2.475(b)****Common abbreviations to be used for the European CQB****See JAR-FCL 2.475**

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

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

IEM FCL 2.475(b) (continued)

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

IEM FCL 2.475(b) (continued)

Abbreviations	Meaning
FL	flight level
FLT	flight
FMS	flight management system
FT	feet
FT/MIN	feet per minute
g	gramme
GAL	gallons
GND	ground
GP	glide path
GPWS	ground proximity warning system
GS	ground speed
HDG	heading
HF	high frequency
hPa	hectopascal
HR	hours
HSI	horizontal situation indicator
HT	height
Hz	hertz (cycles per second)
IAS	indicated airspeed
ILS	instrument landing system
IMC	instrument meteorological conditions
IMP GAL	imperial gallons
INS	inertial navigation system
INT	intersection
ISA	international standard atmosphere
ISOL	isolated
ITCZ	inter tropical convergence zone
IVSI	integrated vertical speed indicator
J	joule
kg	kilogramme
kHz	kilohertz
km	kilometer
kt	knot
kW	kilowatt
LAT	latitude
LB	pounds
LDG	landing
LDP	landing decision point
LEN	length
LLZ	localizer
LMC	last minute change
LMT	local mean time
LONG	longitude
LT	local time
LTD	limited
LVL	level
LYR	layer

IEM FCL 2.475(b) (continued)

Abbreviations	Meaning
m	metre
M	mass
M	machnumber
MAC	mean aerodynamic chord
MAP	manifold pressure
MAPt	missed approach point
max	maximum
MDH	minimum descent height
MDH/A	minimum descent height/altitude
MEA	minimum enroute altitude
MET	meteorological
MIN	minutes
MLS	microwave landing systems
MM	middle marker
MNM	minimum
MNPS	minimum navigation performance specifications
MOCA	minimum obstruction clearance altitude
MORA	minimum off route altitude
MPH	statute miles per hour
MPS, m/sec	metres per second
MSA	minimum sector altitude
MSL	mean sea level
MSU	mode selector unit
N	newton
NGT	night
N	north
NAT	north atlantic track
NAV	navigation
NDB	non directional beacon
NM	nautical miles
NOTAMS	notices to airmen
NS	nimbo stratus
OAT	outside air temperature
OBS	omni bearing selector
OCA(H)	obstacle clearance altitude (height)
OCL	obstacle clearance limit
OEI	one engine inoperative
OM	operating mass
OM	outer marker
OPS	operations
O/R	on request
OVC	overcast

## SECTION 2

## JAR-FCL 2

IEM FCL 2.475(b) (continued)

Abbreviations	Meaning
P	pressure
PAX	passenger
PET	point of equal time
PIC	pilot in command
PLN	flight plan
PNR	point of no return
POS	position
PSI	pounds per square inch
PTS	polar track structure
PWR	power
r	radius
RAC	rules of the air and air traffic services
RAS	rectified airspeed
REP	reporting point
RMI	radio magnetic indicator
RMK	remark
RNAV	area navigation
ROC	rate of climb
ROD	rate of descent
RPM	revolution per minute
RVR	runway visual range
RWY	runway
S	south
SAR	search and rescue
SC	stratocumulus
SCT	scattered
SDBY	stand by
SEC	seconds
SEV	severe
SFC	surface
SID	standard instrument departure
SIM	simulator
SKC	sky clear
SR	sunrise
SS	sunset
SSR	secondary surveillance radar
ST	stratus
STAR	standard arrival route
STD	standard
STN	station
STNR	stationary
STS	status
SWY	stopway
T	temperature
TA	transition altitude
TAS	true airspeed
TAT	total air temperature
TC	tropical cyclone
TDP	take off decision point
THR	threshold
TL	transition level



IEM FCL 2.475(b) (continued)

Abbreviations	Meaning
T/O	take off
TOC	top of climb
TORA	take off run available
TS	thunderstorm
TWY	taxiway
U/S	unserviceable
US-GAL	US gallons
UTC	universal time coordinated
V	volt
VAR	magnetic variation
VDF	VHF direction finding station
VG	vertical gyro
VHF	very high frequency
VIS	visibility
VLF	very low frequency
VMC	visual meteorological conditions
VOLMET	meteorological information for aircraft flight
VOR	VHF omnidirectional range
vrh	variable
VSI	vertical speed indicator
VV	vertical visibility
V	speeds
V <sub>A</sub>	design manoeuvring speed
V <sub>B</sub>	design speed for max gust intensity
V <sub>C</sub> /M <sub>C</sub>	design cruise speed/ machnumber
V <sub>D</sub>	design dive speed
V <sub>F</sub>	design flap speed
V <sub>FE</sub>	flap extended speed
V <sub>FO</sub>	flap operating speed
V <sub>LE</sub>	landing gear extended speed
V <sub>LO</sub>	maximum landing gear operating speed
V <sub>LOF</sub>	lift off speed
V <sub>Max Tyre</sub>	max tyre speed
V <sub>MBE</sub>	max break energy speed
V <sub>MC</sub>	minimum control speed
V <sub>MCA</sub>	air minimum control speed
V <sub>MCG</sub>	ground minimum control speed
V <sub>MINI</sub>	Minimum IFR speed for helicopters
V <sub>MO</sub> /M <sub>MO</sub>	max operating limit speed/ machnumber
V <sub>MU</sub>	minimum unstick speed
V <sub>NE</sub>	never exceed speed
V <sub>NO</sub>	normal operating speed
V <sub>R</sub>	rotating speed
V <sub>REF</sub>	landing reference speed
V <sub>S</sub>	stalling speed or minimum steady flight speed at which the aeroplane is controllable
V <sub>SO</sub>	stalling speed or minimum steady flight speed in landing configuration
V <sub>S1</sub>	stalling speed or minimum steady flight speed obtained in a specific configuration
V <sub>X</sub>	speed for best angle of climb
V <sub>Y</sub>	speed for best rate of climb

IEM FCL 2.475(b) (continued)

Abbreviations	Meaning
V <sub>1</sub> V <sub>2</sub>	critical engine failure speed take-off safety speed for piston engine aircraft, take-off climb speed or speed at 35 ft for jet aircraft
W	watt
W	west
WC	wind component
WCA	wind correction angle
W/V	wind direction and speed
WPT	waypoint
WS	windshear
WX	weather
X	cross
XTK	cross track distance
XX	heavy
YD	yard

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## IEM FCL 2.480

## Distribution of examination questions

See JAR-FCL 2.480

Subject : 010 AIR LAW AND ATC PROCEDURES			
Theoretical knowledge examination			
Exam length, minimum number of questions, and distribution of questions			

	CPL	IR	ATPL
Time :	0:45	01:00	1:40

Distribution of questions with regard to the topics of the syllabus			
010 01	03	02	04
02	01	xx	01
03	01	xx	01
04	04	02	04
05	06	02	02
06	02	14	14
07	09	12	26
08	02	02	02
09	05	05	08
10	02	00	02
11	02	02	02
12	02	xx	03
13	01	01	01
Total :	40	42	70

Subject : 020 AIRCRAFT GENERAL KNOWLEDGE			
Theoretical knowledge examination			
Exam length, minimum number of questions, and distribution of questions			

	CPL	IR	ATPL
Time 021 + 022 :	02:30	01:15	(03:30)
Total :	91	46	xx

Subject : 021 AIRFRAME/SYSTEMS/POWER PLANT			
Theoretical knowledge examination			
Exam length, minimum number of questions, and distribution of questions			

	CPL	IR	ATPL
Time :	01:30	00:15	02:00

Distribution of questions with regard to the topics of the syllabus			
021 01	15	06	29
02	10	05	21
03	24	xx	16
04	07	xx	18
Total :	56	11	84

**SECTION 2****JAR-FCL 2**

IEM FCL 2.480 (continued)

<b>Subject : 022 INSTRUMENTATION</b>			
Theoretical knowledge examination			
Exam length, minimum number of questions, and distribution of questions			

	<b>CPL</b>	<b>IR</b>	<b>ATPL</b>
Time :	01:00	01:00	01:30

<b>Distribution of questions with regard to the topics of the syllabus</b>			
022 01	15	18	24
02	10	17	15
03	04	xx	09
04	06	xx	08
Total :	35	35	56

<b>Subject : 030 FLIGHT PERFORMANCE AND PLANNING</b>			
Theoretical knowledge examination			
Exam length, minimum number of questions, and distribution of questions			

	<b>CPL</b>	<b>IR</b>	<b>ATPL</b>
Time 031+032+033:	03:00	Flight Planning only	(05:00)
Total :	94	xx	xx

<b>Subject : 031 MASS AND BALANCE</b>			
Theoretical knowledge examination			
Exam length, minimum number of questions, and distribution of questions			

	<b>CPL</b>	<b>IR</b>	<b>ATPL</b>
Time :	00:45	not applicable	01:00

<b>Distribution of questions with regard to the topics of the syllabus</b>			
031 01	05	xx	07
02	14	xx	18
03	07	xx	09
Total :	26	xx	34

<b>Subject : 032 PERFORMANCE</b>			
Theoretical knowledge examination			
Exam length, minimum number of questions, and distribution of questions			

	<b>CPL</b>	<b>IR</b>	<b>ATPL</b>
Time :	00:45	not applicable	01:00

<b>Distribution of questions with regard to the topics of the syllabus</b>			
032 01	10	xx	06
02	18	xx	08
03	xx	xx	23
Total :	28	xx	37

IEM FCL 2.480 (continued)

<b>Subject : 033 FLIGHT PLANNING AND MONITORING</b>			
Theoretical knowledge examination			
Exam length, minimum number of questions, and distribution of questions			

	<b>CPL</b>	<b>IR</b>	<b>ATPL</b>
Time :	01:30	02:00	03:00

<b>Distribution of questions with regard to the topics of the syllabus</b>			
033 01	13	13	13
02	10	10	10
03	11	05	05
04	xx	15	26
05	xx	xx	06
06	06	05	10
Total :	40	48	70

<b>Subject : 040 HUMAN PERFORMANCE AND LIMITATIONS</b>			
Theoretical knowledge examination			
Exam length, minimum number of questions, and distribution of questions			

	<b>CPL</b>	<b>IR</b>	<b>ATPL</b>
Time :	00:30	00:30	01:00

<b>Distribution of questions with regard to the topics of the syllabus</b>			
040 01	00	00	00
02	16	16	32
03	05	05	10
Total :	21	21	42

<b>Subject : 050 METEOROLOGY</b>			
Theoretical knowledge examination			
Exam length, minimum number of questions, and distribution of questions			

	<b>CPL</b>	<b>IR</b>	<b>ATPL</b>
Time :	01:30	01:30	02:30

<b>Distribution of questions with regard to the topics of the syllabus</b>			
050 01	07	06	09
02	03	03	10
03	01	02	03
04	03	04	05
05	02	02	02
06	05	05	07
07	02	02	04
08	02	02	07
09	06	06	10
10	11	10	13
Total :	42	42	70

**SECTION 2****JAR-FCL 2**

IEM FCL 2.480 (continued)

<b>Subject : 060 NAVIGATION</b>
Theoretical knowledge examination
Exam length, minimum number of questions, and distribution of questions

	<b>CPL</b>	<b>IR</b>	<b>ATPL</b>
Time 061+062:	1:30	02:00	(03:30)
Total :	42	56	xx

<b>Subject : 061 GENERAL NAVIGATION</b>
Theoretical knowledge examination
Exam length, minimum number of questions, and distribution of questions

	<b>CPL</b>	<b>IR</b>	<b>ATPL</b>
Time :	01:00	00:30	02:00

<b>Distribution of questions with regard to the topics of the syllabus</b>			
061 01	06	xx	09
02	04	xx	06
03	06	14	09
04	08	xx	11
05	04	xx	10
06	xx	xx	08
Total :	28	14	53

<b>Subject : 062 RADIO NAVIGATION</b>
Theoretical knowledge examination
Exam length, minimum number of questions, and distribution of questions

	<b>CPL</b>	<b>IR</b>	<b>ATPL</b>
Time :	00:30	01:30	01:30

<b>Distribution of questions with regard to the topics of the syllabus</b>			
062 01	12	16	14
02	02	11	10
03	xx	xx	xx
04	xx	xx	xx
05	xx	13	11
06	xx	02	07
Total :	14	42	42

IEM FCL 2.480 (continued)

<b>Subject : 070 OPERATIONAL PROCEDURES</b>			
Theoretical knowledge examination			
Exam length, minimum number of questions, and distribution of questions			

	<b>CPL</b>	<b>IR</b>	<b>ATPL</b>
Time :	00:45	included in the Air Law	01:20

<b>Distribution of questions with regard to the topics of the syllabus</b>			
071 01	10	5	28
02	15	1	24
Total :	25	6	52

<b>Subject : 080 PRINCIPLES OF FLIGHT</b>			
Theoretical knowledge examination			
Exam length, minimum number of questions, and distribution of questions			

	<b>CPL</b>	<b>IR</b>	<b>ATPL</b>
Time :	00:45	not applicable	01:00

<b>Distribution of questions with regard to the topics of the syllabus</b>			
081 01	10	xx	09
02	xx	xx	02
03	xx	xx	03
04	03	xx	05
05	03	xx	06
06	03	xx	03
07	03	xx	03
08	06	xx	08
Total :	28	xx	39

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**SECTION 2****JAR-FCL 2**

IEM FCL 2.480 (continued)

<b>Subject : 090 COMMUNICATION</b>
Theoretical knowledge examination
Exam length, minimum number of questions, and distribution of questions

	<b>CPL</b>	<b>IR</b>	<b>ATPL</b>
Time :	00:30	00:30	01:00

<b>Distribution of questions with regard to the topics of the syllabus</b>			
090 01	05	xx	05
02	10	xx	10
03	01	xx	01
04	02	xx	02
05	02	xx	02
06	01	xx	01
07	xx	04	04
08	xx	11	11
09	xx	02	02
10	xx	03	03
11	xx	01	01
Total :	21	21	42

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**[IEM FCL 2.490****Terminology used in Subpart J for procedures for the Conduct of Theoretical Knowledge Examinations**

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

1. Complete Examination: An examination in all subjects required by the licence level.
2. Examination: The demonstration of knowledge in 1 or more examination papers.
3. Examination Paper: A set of questions to be answered by a candidate for examination.
4. Attempt: A try to pass a specific paper.
5. Sitting: An examination session provided by the NAA for a candidate to undertake an examination.
6. Re-sit or Re-examination: A second or subsequent attempt to pass a failed paper.]

[Amdt. 3, 01.09.03]

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