



**COMMENT RESPONSE DOCUMENT (CRD)
TO NOTICE OF PROPOSED AMENDMENT (NPA) 2008-17B**

**for an Agency Opinion on a Commission Regulation establishing the Implementing
Rules for the licensing of pilots**

and

**a draft Decision of the Executive Director of the European Aviation Safety Agency
on Acceptable Means of Compliance and Guidance Material on the licensing of
pilots**

“Implementing Rules for Pilot Licensing”

b.1 – Cover Regulation, Annexes

The changes as compared to the text proposed in the NPA are shown as follows:

- deleted text is shown with a strike through: ~~deleted~~
- new text is shown in bold: **bold**

Proposal for a
COMMISSION REGULATION
on personnel licensing

THE COMMISSION OF THE EUROPEAN UNION,

Having regard to the Treaty establishing the European Union,

Having regard to Regulation (EC) No 216/2008 of the European Parliament and of the Council of 20 February 2008 on common rules in the field of civil aviation and establishing a European Aviation Safety Agency, and repealing Council Directive 91/670/EEC, Regulation (EC) No 1592/2002 and Directive 2004/36/EC¹, amended by Regulation (EC) No 1108 of the European Parliament and of the Council of 21 October 2009² (hereinafter referred to as the 'Basic Regulation') and in particular Article 7 thereof,

Whereas:

(1) The Basic Regulation establishes common essential requirements to provide for a high uniform level of civil aviation safety and environmental protection; it requires the Commission to adopt the necessary implementing rules to ensure their uniform application; it establishes the 'European Aviation Safety Agency' (hereinafter referred to as the 'Agency') to assist the Commission in the development of such implementing rules.

(2) It is necessary to adopt common technical requirements and administrative procedures for the licensing of pilots, subject to the Basic Regulation; such requirements and procedures should specify the conditions to issue, maintain, amend, suspend or revoke the appropriate licences and certificates.

(3) In adopting measures for the implementation of common essential requirements in the field of pilot licensing, the Commission must take care that they reflect the state of the art, including best practices, and scientific and technical progress in the field of pilot training.

(4) The need to ensure uniformity in the application of common pilot licensing requirements makes it necessary that common procedures be followed by the competent authorities of the Member States and, where applicable, the Agency assess compliance with these requirements; the Agency should develop acceptable means of compliance and guidance material to facilitate the necessary regulatory uniformity.

(5) For this purpose, it is necessary to permit a smooth transition to the new regulatory framework of the Agency ensuring that a high and uniform level of civil aviation safety in the Community is maintained; it is necessary to provide sufficient time for the aeronautical industry and Member State administrations to adapt to this new framework and to recognise the continuing validity of licences and certificates issued before the entry into force of this Regulation, in accordance with Article 69 of the Basic Regulation.

(6) The measures provided by this Regulation are based on the opinion issued by the Agency in accordance with Articles 17(2)(b) and 19(1) of the Basic Regulation.

(7) The measures provided for in this Regulation are in accordance with the opinion of the European Aviation Safety Agency Committee established by Article 54(3) of the Basic Regulation,

¹ OJ L 79, 13.3.2008, p.1.

² OJ L 309, 24.11.2009, p.51.

HAS ADOPTED THIS REGULATION:

Article 1

Objective and scope

This Regulation establishes common technical requirements for:

1. the licensing, training and testing of pilots involved in the operation of aircraft referred to in Article 4(1)(b) and (c) of the Basic Regulation;
2. the certification of personnel responsible for providing flight training or flight simulation training and for assessing a pilot's skill.

Article 2

Definitions

For the purpose of this Regulation:

'JAA' means Joint Aviation Authorities.

'Light Aircraft Pilot Licence (LAPL)' means the leisure pilot licence as foreseen in Article 7 of the Basic Regulation.

'Part-21' means the Annex to the Commission Regulation (EC) No 1702/2003 of 24 September 2003, laying down implementing rules for the airworthiness and environmental certification of aircraft and related products, parts and appliances, as well as for the certification of design and production.

'Part-AR' means the Implementing Rules to the Basic Regulation establishing requirements for competent authorities.

'Part-OR' means the Implementing Rules to the Basic Regulation establishing requirements for organisations.

'Part-OPS' means the Implementing Rules to the Basic Regulation establishing requirements for air operations of European Union operators.

Article 3

Pilot licensing

Personnel referred to in Article 1 shall be qualified in accordance with the provisions of Annex I to this Regulation, hereon referred to as Part-FCL.

Article 4

National pilot licences and certificates

1. Any pilot licence, including any associated ratings, certificates, authorisations and/or qualifications issued or recognised by a Member State in accordance with the JAA requirements and procedures before the entry into force of this Regulation, shall be deemed to have been issued in accordance with this Regulation.
2. By 8 April 2012, holders of national pilot licences, including any associated ratings, certificates, authorisations and/or qualifications issued in accordance with ICAO Annex 1, shall have had their national licences converted into pilot licences, ratings or certificates specified in this Regulation by the competent authority of the Member State that issued the national licence.

3. Requirements for conversion.
 - (a) National pilot licences for aeroplanes and helicopters shall be converted into Part-FCL licences, ratings and certificates in accordance with the provisions of Annex II to this Regulation.
 - (b) Pilot licences for other categories of aircraft shall be converted into Part-FCL licences, ratings and certificates in accordance with a conversion report.
4. The conversion report mentioned in 3(b) shall:
 - (a) be developed by the competent authority of the Member State that issued the licence and approved by the Agency;
 - (b) describe the national rules on whose basis the licences, ratings, certificates, authorisations and/or qualifications were issued;
 - (c) describe the scope of the privileges that were given to the pilots;
 - (d) indicate for which Part-FCL requirements credit is to be given and, if applicable, which requirements the applicants will need to comply with in order to be issued with a Part-FCL licence;
 - (e) indicate any limitations the licence might be issued with, and which requirements the pilot may have to comply with to remove those limitations;
 - (f) include copies of all documents necessary to demonstrate the elements above, including copies of the relevant national requirements and procedures.
5. The scope of the privileges given to pilots whose national licences, ratings, certificates and/or qualifications are converted into Part-FCL licences, ratings and certificates should at least cover the scope of the activities that the pilots are undertaking at the date of entry into force of this Regulation, provided that the safety level is not affected.

Article 5

Flight test pilots

1. Notwithstanding Article 4, pilots that at the date of entry into force of this Regulation have been conducting category 1 and 2 flight tests as defined in Part-21 or have been providing instruction for flight test pilots shall have their national licences, ratings or qualifications converted into a Part-FCL flight test rating and, if applicable, flight test instructor certificate, as specified in this Regulation by the competent authority of the Member State that issued the national licence.
2. This conversion shall be done in accordance with a conversion report that shall follow the requirements of Article 4(3) and (4).

Article 6

Flight engineers

1. Holders of flight engineer licences, including any associated ratings, certificates, authorisations and/or qualifications issued in accordance with ICAO Annex 1, wishing to convert their licences into pilot licences specified in this Regulation shall apply to the competent authority of the Member State that issued the licence.
2. Flight engineer licences may be converted into Part-FCL pilot licences, ratings and/or qualifications in accordance with a conversion report that shall follow the requirements of Article 4(3) and (4) and, when the applicant wishes to apply for an Airline Transport Pilot Licence (ATPL) for aeroplanes, comply with the crediting provisions of paragraph FCL.510.A(c)(2) of Part-FCL.

Article 7

Third country licences and ratings

1. Without prejudice to Article 1, Member States may accept licences and associated ratings and/or qualifications and medical certificates issued by or on behalf of third countries, in accordance with the provisions of Annex III to this Regulation.
2. An applicant for a Part-FCL licence and associated ratings, certificates and/or qualifications already holding at least an equivalent licence issued in accordance with ICAO Annex 1 by a third country shall meet all the requirements of Part-FCL, except that the requirements of course duration, number of lessons and specific training hours may be reduced.

The credit given to the applicant shall be determined by the competent authority of the Member State to which the pilot applies, on the basis of a recommendation from an approved training organisation.

3. The holder of an ATPL issued in accordance with ICAO Annex 1 who has completed the experience requirements for the issue of an ATPL in the relevant aircraft category established in Subpart F of Part-FCL may be credited in full with the requirements to undergo a training course prior to undertaking the theoretical knowledge examinations and the skill test, if his/her licence contains a valid type rating for the aircraft to be used for the ATPL skill test.
4. An aeroplane or helicopter type rating may be issued to the holder of a Part-FCL licence that complies with the requirements for the issue of that rating established by a third country.

Such a rating will be restricted to aircraft registered in that Member State and excluded from the scope of the Basic Regulation in accordance with Article 4 thereof.

This restriction may be removed when the pilot complies with the requirements in paragraph C.1 of Annex III to this Regulation.

Article 8

Credit for training

1. Training commenced prior to the entry into force of this Regulation in accordance with the JAA requirements and procedures shall be credited in full toward the issue of a licence, rating, or certificate in accordance with this Regulation, provided that training and testing are completed before *(4 years from the date of entry into force of this Regulation)*.
2. Training commenced prior to the entry into force of this Regulation in accordance with ICAO Annex 1 may be credited towards the issue of a licence, rating or qualification in accordance with this Regulation on the basis of a credit report developed by the competent authority and approved by the Agency.

The report shall describe the scope of the training given to the applicant; indicate for which Part-FCL requirements credit is given and, if applicable, which requirements the applicant needs to comply with in order to be issued with a licence.

The report shall include copies of all documents necessary to demonstrate the scope of the training and of the national regulations and procedures in accordance with which the training was commenced.

Article 9

Credit for military service

1. Military flight crew members wishing to obtain licences, ratings or certificates specified in Part-FCL shall apply to the competent authority of the Member State in which they served.
2. The knowledge, experience and skill gained in military service shall be credited towards the relevant requirements of Part-FCL licences and ratings in accordance with a credit report developed by the competent authority and approved by the Agency.

The report shall describe the scope of the training, experience and skill gained by the applicant; indicate for which Part-FCL requirements credit is given and, if applicable, which requirements the applicant needs to comply with in order to be issued with a licence.

The report shall also indicate any limitations the licence might be issued with, and which requirements the pilot might have to comply to lift the limitations.

The report shall include copies of all documents necessary to demonstrate the scope of the training, experience and skill gained by the applicant.

Article 10

Entry into force

1. This Regulation shall enter into force on the day following that of its publication in the *Official Journal of the European Union*.
2. By way of derogation from paragraph 1, Member States may elect not to apply:
 - (a) the provisions of Part-FCL relating to licences, ratings, certificates and/or qualifications of pilots of powered-lift aircraft, airships, balloons and sailplanes until (*3 years after the entry into force of this Regulation*);
 - (b) the provisions of Subpart B (*LAPL*) and Sections 2 (*LAFI*), 8 (*MCCI*), in the case of helicopters, and 10 (*Mountain instructor*) of Subpart J of Part-FCL until (*3 years after the entry into force of this Regulation*);
 - (c) the provisions of paragraphs FCL.800 (*aerobatic rating*), FCL.805 (*sailplane towing and banner towing ratings*), FCL.815 (*Mountain rating*) until (*2 years after the entry into force of this Regulation*);
 - (d) the provisions of FCL.820 (*flight test pilots*) until (*18 months after the entry into force of this Regulation*).

This Regulation shall be binding in its entirety and directly applicable in all Member States.

Done at Brussels, XXXX.

For the Commission

ANNEX II~~H~~ TO THE IMPLEMENTING REGULATION
REQUIREMENTS FOR THE CONVERSION OF NATIONAL LICENCES AND
RATINGS FOR AEROPLANES AND HELICOPTERS

A. Aeroplanes

1. Pilot licences

A pilot licence issued by a Member State in accordance with **the** national requirements shall be converted into a Part-FCL licence provided **that** the applicant complies with the following requirements:

- (a) for ATPL(A) and CPL(A), complete as a proficiency check the revalidation requirements of Part-FCL for type/class and instrument rating, relevant to the privileges of the licence held;
- (b) demonstrate knowledge of the relevant parts of Part-OPS and Part-FCL;
- (c) demonstrate language proficiency in accordance with FCL.055;
- (d) comply with the requirements set out in the table below:

National licence held	Total flying hours experience	Any further requirements	Replacement Part-FCL licence and conditions <i>(where applicable)</i>	Removal of conditions	
(1)	(2)	(3)	(4)	(5)	
ATPL(A)	>1500 as PIC on multi-pilot aeroplanes	None	ATPL(A)	Not applicable	(a)
ATPL(A)	>1500 on multi-pilot aeroplanes	None	as in (c)(4)	as in (c)(5)	(b)
ATPL(A)	>500 on multi-pilot aeroplanes	Demonstrate knowledge of flight planning and performance as required by Appendix 2 to Part-FCL-	ATPL(A), with type rating restricted to co-pilot	Demonstrate ability to act as PIC as required by Appendix 9 to Part-FCL	(c)
CPL/IR(A) and passed an ICAO ATPL theory test in the Member State of licence issue		(i) demonstrate knowledge of flight planning and performance as required by Appendix 2 to Part-FCL (ii) meet remaining requirements of FCL.720.A (c)	CPL/IR(A) with ATPL theory credit	Not applicable	(d)

National licence held	Total flying hours experience	Any further requirements	Replacement Part-FCL licence and conditions <i>(where applicable)</i>	Removal of conditions	
(1)	(2)	(3)	(4)	(5)	
CPL/IR(A)	>500 on multi-pilot aeroplanes, or in multi-pilot operations on single-pilot aeroplanes CS-23 commuter category or equivalent in accordance with the requirements of Part-OPS for commercial air transport	(i) to pass an examination for ATPL(A) knowledge in the Member State of licence issue* (ii) meet remaining requirements of FCL.720.A (c)	CPL/IR(A) with ATPL theory credit	Not applicable	(e)
CPL/IR(A)	>500 as PIC on single-pilot aeroplanes	None	CPL/IR(A) with type/class ratings restricted to single-pilot aeroplanes		(f)
CPL/IR(A)	<500 as PIC on single-pilot aeroplanes	Demonstrate knowledge of flight planning and flight performance as required by Appendix 2 to Part-FCL for CPL/IR level	As (4)(f)	Obtain multi-pilot type rating in accordance with Part-FCL	(g)
CPL(A)	>500 as PIC on single-pilot aeroplanes	Night rating, if applicable	CPL(A), with type/class ratings restricted to single-pilot aeroplanes		(h)
CPL(A)	<500 as PIC on single-pilot aeroplanes	(i) night rating, if applicable; (ii) -demonstrate knowledge of flight performance and planning as required by Appendix 2 to Part-FCL	as (4)(h)		(i)

National licence held	Total flying hours experience	Any further requirements	Replacement Part-FCL licence and conditions <i>(where applicable)</i>	Removal of conditions	
(1)	(2)	(3)	(4)	(5)	
PPL/IR(A)	≥75 in accordance with IFR	Night rating if night flying privileges are not included in the instrument rating	PPL/IR(A) (the IR restricted to PPL)	Demonstrate knowledge of flight performance and planning as required by Appendix 2 to Part-FCL	(j)
PPL(A)	≥70 on aeroplanes	Demonstrate the use of radio navigation aids	PPL(A)		(k)

* CPL holders already holding a type rating for a multi-pilot aeroplane are not required to have passed an examination for ATPL(A) theoretical knowledge whilst they continue to operate that same aeroplane type, but will not be given ATPL(A) theory credit for a Part-FCL licence. If they require another type rating for a different multi-pilot aeroplane, they must comply with column (3), row (e) (i) of the above table.

2. Instructor certificates

An instructor certificate issued by a Member State in accordance with **the** national requirements shall be converted into a Part-FCL certificate provided **that** the applicant complies with the following requirements:

National certificate or privileges held	Experience	Any further requirements	Replacement Part-FCL certificate
(1)	(2)	(3)	(4)
FI(A)/IRI(A)/TRI(A)/CRI(A)	as required under Part-FCL for the relevant rating certificate	demonstrate knowledge of the relevant parts of Part-FCL and Part-OPSN/A	FI(A)/IRI(A)/TRI(A)/CRI(A)

3. SFI certificate

A SFI certificate issued by a Member State in accordance with **the** national requirements shall be converted into a Part-FCL certificate provided that the holder complies with the following requirements:

National certificate held	Experience	Any further requirements	Replacement Part-FCL certificate
(1)	(2)	(3)	(4)

SFI(A)	>1500 hours as pilot of MPA	(i) hold or have held a CPL, MPL or ATPL for aeroplanes issued by a Member State; (ii) have completed the flight simulator content of the applicable type rating course including MCC.	SFI(A)
SFI(A)	3 years recent experience as a SFI	have completed the flight simulator content of the applicable type rating course including MCC	SFI(A)

The conversion shall be valid for a maximum period of 3 years. Revalidation shall be subject to the completion of the relevant requirements set out in Part-FCL.

4. STI certificate

An STI certificate issued by a Member State in accordance with the national requirements of that State may be converted into a Part-FCL certificate provided that the holder complies with the requirements set out in the table below:

National certificate held	Experience	Any further requirements	Replacement certificate
(1)	(2)	(3)	(4)
STI (A)	> 500 hours as pilot on SPA	(i) hold or have held a pilot licence issued by a Member State; (ii) have completed a proficiency check in accordance with Appendix 9 to Part-FCL in an FSTD appropriate to the instruction intended	STI (A)
STI (A)	3 years recent experience as a STI-	have completed a proficiency check in accordance with Appendix 9 to Part-FCL in an FSTD appropriate to the instruction intended	STI (A)

Revalidation of the certificate shall be subject to the completion of the relevant requirements set out in Part-FCL.

B. Helicopters

1. Pilot licences

A pilot licence issued by a Member State in accordance with **the** national requirements shall be converted into a Part-FCL licence provided **that** the applicant complies with the following requirements:

- (a) complete as a proficiency check the revalidation requirements of Part-FCL for type and instrument rating, relevant to the privileges of the licence held;
- (b) demonstrate knowledge of the relevant parts of Part-OPS and Part-FCL;
- (c) demonstrate language proficiency in accordance with FCL.055;
- (d) comply with the requirements set out in the table below:

National licence held	Total flying hours experience	Any further requirements	Replacement Part-FCL licence and conditions (where applicable)	Removal of conditions	
(1)	(2)	(3)	(4)	(5)	
ATPL(H) valid IR(H)	>1000 as PIC on multi-pilot helicopters	none	ATPL(H) and IR	Not applicable	(a)
ATPL(H) no IR(H) privileges	>1000 as PIC on multi-pilot helicopters	none	ATPL(H)		(b)
ATPL(H) valid IR(H)	>1000 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 9 to Part-FCL	(c)
ATPL(H) no IR(H) privileges	>1000 on multi-pilot helicopters	None	ATPL(H) type rating restricted to co-pilot	demonstrate ability to act as PIC as required by Appendix 9 to Part-FCL	(d)
ATPL(H) valid IR(H)	>500 on multi-pilot helicopters	demonstrate knowledge of flight planning and flight performance as required by Appendix 2 to Part-FCL	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)

National licence held	Total flying hours experience	Any further requirements	Replacement Part-FCL licence and conditions (where applicable)	Removal of conditions	
(1)	(2)	(3)	(4)	(5)	
CPL/IR(H) and passed an ICAO ATPL(H) theory test in the Member State of licence issue*		(i) demonstrate knowledge of flight planning and flight performance as required by Appendix 2 to Part-FCL; (ii) meet remaining requirements of FCL.720.H (b)	CPL/IR(H) with ATPL(H) theory credit, provided that the ICAO ATPL(H) theory test is assessed as being at Part-FCL ATPL level	Not applicable	(g)
CPL/IR(H)	>500 hrs on multi-pilot helicopters	(i) to pass an examination for Part-FCL ATPL(H) theoretical knowledge in the Member State of licence issue* (ii) to meet remaining requirements of FCL.720.H (b)	CPL/IR(H) with Part-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 Part-FCL	(i)
CPL/IR(H)	<500 as PIC on single-pilot helicopters	demonstrate knowledge of flight planning and flight performance as required by Appendix 2 to Part-FCL	as (4)(i)		(j)
CPL(H)	>500 as PIC on single-pilot helicopters	night rating	CPL(H), with type ratings restricted to single-pilot helicopters		(k)

National licence held	Total flying hours experience	Any further requirements	Replacement Part-FCL licence and conditions (where applicable)	Removal of conditions	
(1)	(2)	(3)	(4)	(5)	
CPL(H)	<500 as PIC on single-pilot helicopters	night rating demonstrate knowledge of flight performance and planning as required by Appendix 2 to Part-FCL	as (4) (k)		(l)
CPL(H) Without night rating	>500 as PIC on single-pilot helicopters		As (4) (k) and restricted to day VFR operations	Obtain multi-pilot type rating as required by Part-FCL and a night rating	(m)
CPL(H) Without night rating	<500 as PIC on single-pilot helicopters	demonstrate knowledge of flight planning and flight performance as required by Appendix 2 to Part-FCL	As (4) (k) and restricted to day VFR operations		(n)
PPL/IR(H)	≥75 in accordance with IFR	night rating; if night flying privileges are not included in the instrument rating	PPL/IR(H) (the IR restricted to PPL)	demonstrate knowledge of flight performance and planning as required by Appendix 2 to Part-FCL	(o)
PPL(H)	≥75 on helicopters	demonstrate the use of radio navigation aids	PPL (H)		(p)

* CPL holders already holding a type rating for a multi-pilot aeroplane are not required to have passed an examination for ATPL(H) theoretical knowledge whilst they continue to operate that same helicopter type, but will not be given ATPL(H) theory credit for a Part-FCL licence. If they require another type rating for a different multi-pilot helicopter, they must comply with column (3), row (h) (i) of the above table.

2. Instructor certificates

An instructor certificate issued by a Member State in accordance with the national requirements shall be converted into a Part-FCL rating certificate provided that the applicant complies with the following requirements:

National certificate or privileges held	Experience	Any further requirements	Replacement certificate
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(1)	(2)	(3)	(4)
FI(H)/IRI(H)/TRI(H)	as required under Part-FCL for the relevant rating certificate	demonstrate a knowledge of the relevant parts of Part-FCL and Part-OPS	FI(H)/IRI(H)/TRI(H)*

Revalidation of the certificate shall be subject to the completion of the relevant requirements set out in Part-FCL.

3. SFI certificate

An SFI certificate issued by a Member State in accordance with the national requirements shall be converted into a Part-FCL certificate provided that the holder complies with the following requirements:

National certificate held	Experience	Any further requirements	Replacement certificate
(1)	(2)	(3)	(4)
SFI(H)	>1.000 hours as pilot of MPH	(i) hold or have held a CPL, MPL or ATPL issued by a Member State; (ii) have completed the flight simulator content of the applicable type rating course including MCC	SFI(H)
SFI(H)	3 years recent experience as an SFI	have completed the simulator content of the applicable type rating course including MCC	SFI(H)

Revalidation of the certificate shall be subject to the completion of the relevant requirements set out in Part-FCL.

4. STI certificate

An STI certificate issued by a Member State in accordance with the national requirements of that State may be converted into a Part-FCL certificate provided that the holder complies with the requirements set out in the table below:

National certificate held	Experience	Any further requirements	Replacement certificate
(1)	(2)	(3)	(4)
STI(H)	>-500 hours as pilot on SPH	(i) hold or have held a pilot licence issued by a Member State; (ii) have completed a proficiency check in accordance with Appendix 9 to Part-FCL in an FSTD appropriate to the instruction intended	STI(H)
STI(H)	3 years recent experience as an STI	have completed a proficiency check in accordance with Appendix 9 to Part-FCL in an FSTD appropriate to the instruction intended	STI(H)

Revalidation of the certificate shall be subject to the completion of the relevant requirements set out in Part-FCL.

ANNEX III TO THE IMPLEMENTING REGULATION
REQUIREMENTS FOR THE ACCEPTANCE OF LICENCES ISSUED BY OR ON
BEHALF OF NON-EU STATES

A. VALIDATION OF LICENCES

General

1. A pilot licence issued in compliance with the requirements of ICAO Annex 1 by a ~~third country~~ **non-EU State** may be accepted ~~validated~~ by the competent authority of a Member State. ~~in the case of pilots involved in the operation of aircraft~~

Pilots shall apply to the competent authority of the Member State where they reside or are established, or, if they are not residing in the territory of the Member States, where the operator for which they are flying or intend to fly has its principal place of business. ~~registered in a third country and used by an operator for which any Member State ensures oversight of operations or used into, within or out of the Community by an operator established or residing in the Community.~~

2. **The period of validation of a licence shall not exceed 1 year, provided that the basic licence remains valid.**

This period may only be extended once by the competent authority that issued the validation when, during the validation period, the pilot has applied, or is undergoing training, for the issuance of a licence in accordance with Part-FCL. This extension shall cover the period of time necessary for the licence to be issued in accordance with Part-FCL

The holders of a licence accepted by a Member State shall exercise their privileges in accordance with the requirements stated in Part-FCL.

Pilot licences for commercial air transport and other commercial activities

32. In the case of pilot licences for commercial air transport and other ~~professional~~ **commercial** activities, the holder shall comply with the following requirements:
 - (a) complete, as a skill test, the type or class rating revalidation requirements of Part-FCL relevant to the privileges of the licence held;
 - (b) demonstrate that he/**she** has acquired knowledge of the relevant parts of Part-OPS and Part-FCL;
 - (c) demonstrate **that he/she has acquired** knowledge of English in accordance with FCL.055;
 - (d) hold a valid Class 1 medical certificate, issued in accordance with Part-Medical;
 - (e) in the case of aeroplanes, comply with the experience requirements set out in the following **table**:

Licence held	Total flying hours experience	Privileges	
(1)	(2)	(3)	
ATPL(A)	>1500 hours as PIC on multi-pilot aeroplanes	Commercial air transport in multi-pilot aeroplanes	(a)

		as PIC	
ATPL(A) or CPL(A)/IR*	>1500 hours as PIC or co-pilot on multi-pilot aeroplanes according to operational requirements	Commercial air transport in multi-pilot aeroplanes as co-pilot	(b)
CPL(A)/IR	>1000 hours as PIC in commercial air transport since gaining an IR	Commercial air transport in single-pilot aeroplanes as PIC	(c)
CPL(A)/IR	>1000 hours as PIC or as co-pilot in single-pilot aeroplanes according to operational requirements	Commercial air transport in single-pilot aeroplanes as co-pilot according to Part-OPS	(d)
ATPL(A), CPLA(A)/IR, CPL(A)	>700 hours in aeroplanes other than TMGs, including 200 hours in the activity role for which acceptance is sought, and 50 hours in that role in the last 12 months	Activities Exercise of privileges in operations other than commercial air transport	(e)

* CPL(A)/IR holders on multi-pilot aeroplanes shall have demonstrated ICAO ATPL(A) level knowledge before acceptance.

(f) in the case of helicopters, comply with the experience requirements set out in the following table:

Licence held	Total flying hours experience	Privileges	
(1)	(2)	(3)	
ATPL(H) valid IR	>1000 hours as PIC on multi-pilot helicopters	Commercial air transport in multi-pilot helicopters as PIC in VFR and IFR operations	(a)
ATPL(H) no IR privileges	>1000 hours as PIC on multi-pilot helicopters	Commercial air transport in multi-pilot helicopters as PIC in VFR operations	(b)
ATPL(H) valid IR	>1000 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	>1000 hours as pilot on multi-pilot helicopters	Commercial air transport in multi-pilot helicopters as co-pilot in VFR operations	(d)
CPL(H)/IR*	>1000 hours as pilot on multi-pilot helicopters	Commercial air transport in multi-pilot helicopters as co-pilot	(e)

CPL(H)/IR	>1000 hours as PIC in commercial air transport since gaining an IR	Commercial air transport in single-pilot helicopters as PIC	(f)
ATPL(H) with or without IR privileges, CPL(H)/IR, CPL(H)	>700 hours in helicopters other than those certificated under CS-27/29 or equivalent, including 200 hours in the activity role for which acceptance is sought, and 50 hours in that role in the last 12 months	Activities— Exercise of privileges in operations other than commercial air transport	(g)

* CPL(H)/IR holders on multi-pilot helicopters shall have demonstrated ICAO ATPL level knowledge before acceptance.

Pilot licences for non-commercial activities with an instrument rating-

43 In the case of private pilot licences with an instrument rating, **or CPL and ATPL licences with an instrument rating where the pilot intends only to exercise private pilot privileges**, the holder shall comply with the following requirements:

- (a) complete the skill test for instrument rating and the type or class ratings relevant to the privileges of the licence held, in accordance with Appendix 7 and Appendix 9 to Part-FCL;
- (b) demonstrate **that he/she has acquired** knowledge of Air Law, Aeronautical Weather Codes, Flight Planning and Performance (IR), and Human Performance;
- (c) demonstrate **that he/she has acquired** knowledge of English in accordance with FCL.055;
- (d) hold at least a valid Class 2 medical certificate issued in accordance with ICAO Annex 1;
- (f) have a minimum experience of at least 100 hours of instrument flight time as pilot-in-command in the relevant category of aircraft.

Pilot licences for non-commercial activities without an instrument rating-

54. In the case of private pilot licences, **or CPL and ATPL licences without an instrument rating where the pilot intends only to exercise private pilot privileges**, the holder shall comply with the following requirements:

- (a) demonstrate **that he/she has acquired** knowledge of Air Law and Human Performance;
- (b) pass the PPL skill test as set out in Part-FCL;
- (c) fulfil the relevant requirements of Part-FCL for the issuance of a type or class rating as relevant to the privileges of the licence held;
- (d) hold at least a Class 2 medical certificate issued in accordance with ICAO Annex 1;
- (e) demonstrate **that he/she has acquired** language proficiency in accordance with FCL.055;
- (f) have a minimum experience of at least 100 hours as pilot in the relevant category of aircraft.

~~5. The period of acceptance of a licence shall not exceed one year, provided that the basic licence remains valid.~~

~~The user of a licence accepted by a Member State shall comply with the requirements stated in Part-FCL.~~

Validation of pilot licences for specific tasks of limited duration-

6. Notwithstanding the provisions of the paragraphs above, in the case of ~~introduction of new aircraft types~~**manufacturer flights**, Member States may accept a licence issued in accordance with ICAO Annex 1 by ~~third countries~~**a non-EU State** for a maximum of 12 months ~~in the case of~~**for** specific tasks of limited duration, such as instruction flights for initial entry into service, demonstration, ferry or test flights, provided the applicant complies with the following requirements:

- (a) holds an appropriate licence and medical certificate and associated ratings or qualifications issued in accordance with ICAO Annex 1;
- (b) is employed, directly or indirectly, by an aeroplane manufacturer.

In this case, the privileges of the holder shall 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.

B. CONVERSION OF LICENCES

1. **A PPL/BPL/SPL, a CPL or ATPL licence issued in compliance with the requirements of ICAO Annex 1 by a non-EU State may be converted into a Part-FCL PPL/BPL/SPL with a single-pilot class or type rating by the competent authority of a Member State.**

The pilot shall apply to the competent authority of the Member State where he/she resides or is established.

2. **The holder of the licence shall comply with the following minimum requirements, for the relevant aircraft category:**

- (a) pass a written examination in Air Law and Human Performance;**
- (b) pass the PPL, BPL or SPL skill test, as relevant, in accordance with Part-FCL;**
- (c) fulfil the requirements for the issue of the relevant class or type rating, in accordance with Subpart H;**
- (d) hold at least a Class 2 medical certificate, issued in accordance with Part-Medical;**
- (e) demonstrate that he/she has acquired language proficiency in accordance with FCL.055;**
- (f) have completed at least 100 hours of flight time as a pilot.**

C. ACCEPTANCE OF CLASS AND TYPE RATINGS

1. **A valid class or type rating contained in a licence issued by a non-EU State may be inserted in a Part-FCL licence provided that the applicant:**

- (a) complies with the experience requirements and the pre-requisites for the issue of the applicable type or class rating in accordance with Part-FCL;**

- (b) passes the relevant skill test for the issue of the applicable type or class rating in accordance with Part-FCL;**
- (b) is in current flying practice;**
- (c) has no less than:**
 - (i) for aeroplane class ratings, 100 hours of flight experience as a pilot in that class;**
 - (ii) for aeroplane type ratings, 500 hours of flight experience as a pilot in that type;**
 - (iii) for single-engine helicopters with a maximum certificated take-off mass of up to 3.175kg, 100 hours of flight experience as a pilot in that type;**
 - (iv) for all other helicopters, 350 hours of flight experience as a pilot in that class.**