

ANNEX III TO THE IMPLEMENTING REGULATION
REQUIREMENTS FOR THE ACCEPTANCE OF LICENCES ISSUED BY OR ON BEHALF OF THIRD COUNTRIES

1. A pilot licence issued in compliance with the requirements of ICAO Annex 1 by a third country may be accepted by the competent authority of a Member State in the case of pilots involved in the operation of aircraft 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. In the case of pilot licences for commercial air transport and other professional 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 has acquired knowledge of the relevant parts of Part-OPS and Part-FCL;
 - (c) demonstrate 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:

Licence held	Total flying hours experience	Privileges	
(1)	(2)	(3)	
ATPL(A)	>1 500 hours as PIC on multi-pilot aeroplanes	Commercial air transport in multi-pilot aeroplanes as PIC	(a)
ATPL(A) or CPL(A)/IR*	>1 500 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	>1 000 hours as PIC in commercial air transport since gaining an IR	Commercial air transport in single-pilot aeroplanes as PIC	(c)
CPL(A)/IR	>1 000 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)
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 in aeroplanes 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)
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 in helicopters other than commercial air transport	(g)

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

- 3 In the case of private pilot licences with an instrument rating, 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 knowledge of Air Law, Aeronautical Weather codes, Flight Planning and Performance (IR), and Human Performance;
 - (c) demonstrate 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.

4. In the case of private pilot licences, the holder shall comply with the following requirements:
 - (a) demonstrate knowledge of Air Law and Human Performance;
 - (b) pass the PPL skill test as set out 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 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.

6. Notwithstanding the provisions of the paragraphs above, in the case of introduction of new aircraft types Member States may accept a licence issued in accordance with ICAO Annex 1 by third countries for a maximum of 12 months in the case of 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.