

SECTION G

AIRLINE TRANSPORT PILOT LICENCE

The UK Civil Aviation Authority currently issues the following classes of Airline Transport Pilot Licence.

Each section details the requirements to obtain each licence, including flying training, ground examinations and flight tests. Details of credits against training are also given.

- ◆ G1 JAR-FCL ATPL (Aeroplane)
- ◆ G2 JAR-FCL ATPL (Aeroplane) for UK Qualified Service Pilots (Aeroplanes)
- ◆ G3 JAR-FCL ATPL (Helicopter)
- ◆ G4 JAR-FCL ATPL (Helicopter) for UK Qualified Service Pilots (Helicopters)
- ◆ G5 Licence Re-issue

G1 JAR-FCL ATPL (AEROPLANE)

This section offers information as a basic guide to obtaining a JAR-FCL Airline Transport Pilot Licence (Aeroplane) - JAR-FCL ATPL (A) as follows:-

- G1.1** JAR-FCL ATPL (A) General Information
- G1.2** JAR-FCL ATPL (A) Flying Experience Requirements
- G1.3** JAR-FCL ATPL (A) Theoretical Knowledge Examination Requirements
- G1.4** JAR-FCL ATPL (A) Skill Test Requirements
- G1.5** JAR-FCL ATPL (A) Conversion of a Non-JAA Professional Licence
- G1.6** JAR-FCL ATPL (A) Flight Radiotelephony Operator's Licence (FRTOL) Requirements
- G1.7** JAR-FCL ATPL (A) Medical Requirements

For full details you are advised to refer to JAR-FCL 1 Subpart G.

G1.1 JAR-FCL ATPL (A) GENERAL INFORMATION**Privileges**

Details of licence privileges can be found in Schedule 8 of the Air Navigation Order, (please also refer to Section A, Appendix F).

Minimum Age

An applicant for a JAR-FCL ATPL(A) shall be at least 21 years of age.

Licence Validity

The JAR-FCL ATPL(A) will be issued for a maximum period of 5 years.

G1.2 FLYING EXPERIENCE REQUIREMENTS FOR JAR-FCL ATPL(A)

The holder of a UK national CPL(A) should refer to Section A10.1 for details of the requirements to 'upgrade' to a JAR-FCL ATPL (A).

An applicant for a JAR-FCL ATPL(A) shall have completed as a pilot of aeroplanes at least **1500** hours of flight time (**see G1.2 Notes**). This must include the particular requirements specified in **a, b, c, d & e below**. Each of these requirements must be met in full but, hours may be credited, where appropriate, towards more than one requirement except where stated otherwise.

- a. 500 hours Multi-Pilot operations on aeroplanes type certificated in accordance with the **JAR/EASA-CS/ FAR-25** Transport Category or the **JAR/EASA-CS/ FAR-23** Commuter Category or BCAR or AIR 2051;

- b.
 - i. 500 hours as Pilot-in-Command under supervision; or
 - ii. 250 hours Pilot-in-Command (PIC) of Aeroplanes, or;
 - iii. 250 hours made up by at least 70 hours as Pilot-in-Command and the necessary additional flight time as Pilot-in-Command under supervision (PIC/US). (see Notes below).
- c. 200 hours Cross-country flight time of which at least 100 hours shall be as Pilot-in-Command **or** as Pilot-in-Command under supervision;
- d.
 - i. 75 hours Instrument time, can include (ii);
 - ii. 30 hours (max) Instrument Ground Time.
- e. 100 hours Night flight as Pilot-in-Command (PIC) or as Co-Pilot (PIC/US or P2)

G1.2 Notes

JAR-FCL 1.050 sets out the way in which flight time will be credited for a licence.

The 1500 hours flying experience may comprise flight time in any of the following capacities:

- as Pilot-in-Command/Solo (PIC), counted in full;
- as Pilot-under-Instruction (Dual), counted in full;
- as Co-Pilot performing under the supervision of the Pilot-in-Command the functions and duties of a Pilot-in-Command (PIC U/S) counted in full. For licence issue, confirmation of such flight time will be required. This can either take the form of a letter from the operating company or certification of each flight within the pilot's logbook by the Pilot-in-Command.
- as Co-Pilot (P2), counted in full;

- as Student Pilot-in-Command (SPIC) counted in full up to a maximum of **50** hours towards the Pilot-in-Command time required for the issue of a ATPL(A).
- A maximum of 100 hours may have been completed in an aeroplane Flight Simulator and FNPT of which a maximum of 25 hours may have been completed in FNPT.
- Up to 50% of the 1500 hours **and** each of the requirements specified in **G1.2 a, b, c, d & e above** may be completed in helicopters.
- Holders of a Flight Engineer Licence will be credited with 50% of the flight engineer time up to a maximum credit of **250** hours. This 250 hours may be credited against the 1500 hours experience requirement and the 500 hours requirement of **a of G1.2 above** provided that the total credit given against any of the above does not exceed 250 hours.
- A maximum of 30 hours flight time in Touring Motor Gliders or Gliders may be counted towards the 1500 hours experience requirement.
- The experience required shall be completed before the skill test is taken.

G1.3 JAR-FCL ATPL(A) THEORETICAL KNOWLEDGE EXAMINATION REQUIREMENTS

An applicant for a JAR-FCL ATPL(A) is required to:

1. Pass the fourteen **ATPL(A) Theoretical Knowledge** examinations in the following subjects:
 - Air Law
 - Aircraft General Knowledge (2 papers)
 - Flight Performance and Planning (3 papers)
 - Human Performance and Limitations
 - Meteorology
 - Navigation (2 papers)
 - Operational Procedures
 - Principles of Flight
 - Communications (2 papers)

ATPL(A) Modular Theoretical Knowledge Course

The aim of this course is to train pilots who have not yet received the theoretical knowledge instruction during an integrated course, to the level of theoretical knowledge required for the ATPL(A). Applicants will be required to complete 650 hours of ATPL theoretical knowledge instruction at an Approved FTO within a

period of 18 months. An applicant shall be the holder of a PPL(A) (excluding NPPL) issued in accordance with ICAO Annex 1.

Candidates with a previous pass in the former UK national professional ground examinations

JAR-FCL requires candidates to complete an approved theoretical knowledge course prior to attempting the JAR-FCL examinations. However, a candidate who has previously passed at least one examination in the UK Navigation or technical Group of examinations will not be required to complete the full theoretical knowledge course - the amount of theoretical knowledge instruction required will be at the discretion of the Head of Training of an approved training provider.

This credit against JAR-FCL theoretical knowledge course recognises the studies already completed by candidates who have passed national exams.

Credits from the ATPL(A) Theoretical Knowledge Examinations

- Holders of a CPL(A) may have the theoretical instruction reduced by 200 hours and holders of an IR may have the theoretical instruction hours reduced by 200 hours.
- An applicant who has previously passed the VFR Communications examination at CPL(A) level, and have been issued with a CPL(A) will not be re-examined in subject VFR Communications at ATPL(A) level.
- An applicant who has previously passed the IFR Communications examination at IR level, and have been issued with an IR(A) will not be re-examined in subject IFR Communications at ATPL(A) level.
- The holder of a valid JAR-FCL ATPL(H)/IR will be required to complete the appropriate bridging examination requirements (see Section J1.9).
- The holder of a valid JAR-FCL CPL(A)/IR with JAR-FCL ATPL Theory credit will be credited the JAR-FCL ATPL(A) Theoretical knowledge examination for a period of 7 years from the last validity date of the IR(A) entered in the CPL(A).
- A UK QSP(H) holding a valid JAR-FCL CPL(H) with valid ATPL(H) theory credit will be required to complete the appropriate bridging examination requirements (see Section J1.9).
- The holder of a valid JAR-FCL CPL(A)/IR may have the minimum ATPL theoretical instruction hours reduced by 350 hours.

- The holder of a UK Flight Engineer licence who has previously passed the appropriate JAR-FCL ATPL(A) examinations for the issue of that licence, will be credited the subjects previously passed at ATPL(A) level.
- A current UK Military Air Engineer will be credited the Airframes/Systems and Instrumentation examinations.
- The Skill Test may not be taken until **all** of the flying experience requirements for the grant of the licence have been met together with the necessary theoretical knowledge examinations.

DETAILS OF THE ATPL(A) SKILL TEST ARE DETAILED IN APPENDICES 1 & 2 TO JAR-FCL 1.240 & 1.295.

G1.5 JAR-FCL ATPL(A) CONVERSION OF A NON-JAA PROFESSIONAL LICENCE

FULL DETAILS OF THE ABOVE EXAMINATIONS, PASS RULES, VALIDITY PERIODS ETC, ARE GIVEN IN SECTION J and JAR-FCL 1, SUBPART J.

2. Complete an **Approved Multi-Crew Co-operation Course**.

- Completion of this course is **only** required by CPL(A)/IR holders who have not graduated from an ATP(A) Integrated course but who wish to obtain an initial type rating on a multi-pilot aeroplane.
- Holders of a non-UK Professional Pilot's Licence who have at least **500** hours flying experience on aeroplanes or helicopters certificated for operation by a minimum crew of two pilots, can be credited this requirement.

Note: Experience gained in single-pilot certificated aeroplanes that are operated with a crew of two or more will **not** normally be accepted towards the 500 hour requirement but **may** be considered in certain circumstances (i.e. where national law requires such operation).

FULL DETAILS OF MCC CREDITS ARE GIVEN IN JAR-FCL 1.261 AND SECTION F10.

G1.4 JAR-FCL ATPL(A) SKILL TEST REQUIREMENTS

An applicant for a JAR-FCL ATPL(A) is required to:

- Pass the **ATPL(A) Skill Test** with an authorised Type Rating Examiner.
- The applicant shall demonstrate the ability to perform as Pilot-in-Command of an aeroplane type certificated for a minimum of two pilots under IFR, the procedures and manoeuvres required with a degree of competency appropriate to the privileges granted to the holder of an ATPL(A).
- The Skill Test may serve as a skill test for the issue of the licence **and** a proficiency check for the revalidation of the type rating for the aeroplane used in the test, and may be combined with the skill test for the issue of a multi-pilot type rating.

A professional pilot licence issued by a non-JAA State may be converted to a JAR-FCL licence provided that an arrangement exists between the JAA 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 non-JAA State. Until such arrangements exist, the following requirements have been agreed by the JAA and are now incorporated in JAR-FCL 1.016.

Non-JAA ATPL(A)

The holder of a **current and valid** ATPL(A) issued in accordance with ICAO Annex 1 by a non-JAA State may be issued with a JAR-FCL ATPL(A) providing the experience requirements of JAR-FCL 1.280 have been met. Applicants' must:-

- hold a valid JAR-FCL Class 1 medical certificate;
- Undertake ATPL(A) theoretical knowledge instruction as determined by the Head of Training of an approved training provider, and pass ALL of the JAR-FCL theoretical knowledge examinations at ATPL(A) level;
- Qualify for the issue of a UK Flight Radiotelephony Operator's Licence (FRTOL) -Section B refers;
- Undertake a multi-pilot aeroplane type rating course at an approved TRTO (see Section F, Appendix B for a list of types);
- pass the ATPL(A) skill test in accordance with Appendices 1 and 2 to JAR-FCL 1.240 and 1.295 with, or observed by, a CAA Flight Operations Training Inspector*.

*Applicants for an observed flight test for the JAR-FCL ATPL(A) wishing to be observed overseas should note that this will only be considered where there is no possibility of the test being conducted in the UK. The applicant will be responsible for all expenses including: travel time/airfares/hotel/subsistence as well as the Training Inspectors overseas daily rate.

g1.5 Note 1

ATPL(A) holders who have a minimum of 1500 hours flying experience as PIC or Co-pilot on multi-pilot aeroplanes (or single-pilot aeroplanes operated by 2-pilots according to operational requirements) and hold a valid multi-pilot type rating for the aeroplane to be used for the ATPL(A) skill test and have at least 500 hours experience as pilot on that type, will be exempted from the requirements to complete an approved TRTO course or undergo approved training prior to undertaking the theoretical knowledge examinations and the skill test.

The ATPL(A) Skill Test in this case will have a 12 month validity for the purpose of licence issue.

Pilots who meet the 1500 hours flying experience (as detailed above), with less than 500 hours experience as pilot on the type to be used for the ATPL(A) Skill Test, or do not hold a multi-pilot type rating will be exempted from the requirements to undergo approved ground and flying training prior to undertaking the theoretical knowledge examinations. In both cases, they will be required to complete an approved JAA type rating course and if applicable, the course may be reduced to take into account any previous experience on the same type upon recommendation by the Head of Training of the TRTO to PLD. An ATPL(A) Skill Test with, or observed by a CAA Flight Operations Training Inspector will be required at the end of the TRTO course. The ATPL(A) Skill Test in this case will have a 6 month validity for the purpose of licence issue.

g1.5 Note 2

Different terms apply to ATPL(A) holders with a minimum of 3,000 hours flying experience as pilot of public transport aircraft over 30,000kgs MTWA on scheduled international or similar routes, including a minimum of 1,500 hours as Pilot-in-Command (Captain). Applicants who believe they qualify should apply to PLD for a formal written assessment using form SRG1103 and enclosing the appropriate fee, actual logbooks and non-UK licence (with validating medical certificate if separate).

Applicants who qualify under these terms will be eligible to complete reduced requirements for the issue of a JAR-FCL ATPL(A). With regards to the theoretical knowledge examinations requirement, a credit will be given towards

the JAR-FCL ATPL(A) examinations, with the exception of Air Law and Human Performance and Limitations examinations which will need to be passed. An applicant who completes the reduced requirements will be issued with a JAR-FCL ATPL(A) however, as this licence does not fully comply with the requirements of JAR-FCL, the holder is not entitled to automatic recognition accorded to JAR-FCL. The licence will therefore be issued with the following statement:

Valid for United Kingdom registered aircraft. As this licence does not fully comply with JAR-FCL the holder must have permission from any other JAA Member State prior to exercising the licence privileges in aircraft registered in that State.

This endorsement may be removed by obtaining a pass in all JAR-FCL ATPL(A) theoretical knowledge examinations. (The 12 remaining JAR-FCL ATPL(A) examinations will be classed as a new set and attempt and will be subject to the pass standards as detailed in Section J1.5).

The holder of a current and valid ATPL(A) who does not meet the experience requirements for the grant of a JAR-FCL ATPL(A) can still apply for a JAR-FCL CPL(A)/IR. Details can be found in Section D1.5.

g1.6 JAR-FCL ATPL(A) FLIGHT RADIOTELEPHONY OPERATOR'S LICENCE (FRTOL) REQUIREMENTS

An applicant for a UK FRTOL is required to pass the Radiotelephony written examination and practical test with an authorised RTF Examiner. It should be noted that whilst Radio Communication forms part of the JAR-FCL ATPL(A) training syllabus, the FRTOL remains a UK national licence.

FULL DETAILS OF THE FRTOL REQUIREMENTS INCLUDING CREDITS AVAILABLE ARE CONTAINED IN SECTION B.

g1.7 MEDICAL REQUIREMENTS

An applicant for a JAR-FCL ATPL(A) shall hold a valid JAR-FCL Class 1 Medical Certificate.

FULL DETAILS OF THE MEDICAL REQUIREMENTS ARE CONTAINED IN JAR-FCL 3 AND SECTION A6.

G2 JAR-FCL ATPL (AEROPLANE) FOR UK QUALIFIED SERVICE PILOTS (AEROPLANES)

This section offers information as a basic guide to obtaining a JAR-FCL Airline Transport Pilot Licence (Aeroplane) - JAR-FCL ATPL(A) - for a UK Qualified Service Pilot (Aeroplanes).(see definition in G2.1)

- G2.1 JAR-FCL ATPL(A) General Information
- G2.2 JAR-FCL ATPL(A) Flying Experience Requirements
- G2.3 JAR-FCL ATPL(A) Theoretical Knowledge Examination Requirements
- G2.3 (A) FW (Multi-engine) Accreditation Scheme
- G2.3 (B) QSPs Ineligible for Accreditation Schemes
- G2.4 JAR-FCL ATPL(A) Skill Test Requirements
- G2.5 Type/Class Rating Requirements
- G2.6 JAR-FCL IR(A) Requirements
- G2.7 UK Flight Radiotelephony Operator's Licence Requirements
- G2.8 JAR-FCL ATPL(A) Medical Requirements

G2.1 JAR-FCL ATPL (A) GENERAL INFORMATION

Introduction

JAR-FCL permits the knowledge, experience and skill gained in military service to be credited towards the relevant requirements of JAR-FCL licences and ratings at the discretion of each national authority. The CAA has worked closely with the MoD through the MoD/CAA Working Group (MCWG) to determine the scope and level of accreditation that can be applied to suitably experienced UK military pilots.

In particular, the MCWG sought to determine an agreed level of equivalence between the theoretical knowledge acquired by pilots throughout military flying training and subsequent operational experience, and those required at JAR-FCL ATPL (A) level.

Full details of the theoretical knowledge requirements, including credits and eligibility criteria, can be found in section G2.3. It should be noted that a QSP (A) can still take advantage of any flying or skill test credits that he may qualify for, even if he does not qualify for theoretical knowledge credits under G2.3.

Important Note: In order to qualify for a JAR-FCL ATPL(A), a QSP(A) is required to show a minimum of 500 hours flying experience on ONE type of military multi-pilot aeroplane (MPA), and pass an IR(A) skill test on that same type. The following types in current military service are considered to be multi-pilot aeroplanes for this purpose:

Andover	BAC 1-11
BAe 125	BAe 146
Jetstream T3	Hercules (C1/C3 and C4/C5 variants)
Sentry	Nimrod
VC10	Tristar

Note: Although the C17 is recognised as a military multi-pilot aeroplane type, an RAF limitation on asymmetric flying in the aircraft prevents all necessary items of the IR(A) skill test from being completed on this aircraft. As a result C17 pilots will be unable to obtain a JAR-FCL ATPL(A), and should refer to Section D3 for details of how to qualify for a JAR-FCL CPL(A)/IR with 'frozen' ATPL theory credit.

A QSP (A) without 500 hours flying experience on any ONE of the above types, or who has in excess of 500 hours on any ONE type but is unable (for whatever reason) to complete an IR skill test on that same type, will be unable to qualify for a JAR-FCL ATPL(A) and should refer to Section D3 for details of how to qualify for a JAR-FCL CPL(A)/IR with 'frozen' ATPL theory credit.

Although not exclusive, a licensing flow diagram can be found at Appendix I to Section D, to demonstrate typical licensing routes for experienced military fixed-wing pilots.

Questions regarding this scheme should be directed in writing to: FT ME SO2 Gloucester, GL3 1EZ or by e-mail to ftme@ptc.raf.mod.uk

Privileges

Details of licence privileges can be found in Schedule 8 of the Air Navigation Order (please also refer to Section A, Appendix F).

Minimum Age

An applicant for a JAR-FCL ATPL (A) shall be at least 21 years of age.

Licence Validity

A JAR-FCL ATPL (A) will be issued for a maximum period of 5 years.

Definition of Qualified Service Pilot

To qualify for any of the credits detailed in Section G2, an applicant must be a UK Qualified Service Pilot (QSP).

A QSP is defined as a pilot who has completed a recognised military course of flying training and has been awarded a pilot's flying badge in full compliance with QR (RAF) J727.

The term "flying badge" is used to include all badges worn by personnel who have successfully completed a prescribed course of flying training. The initial award of a flying badge is on a provisional basis. It is not deemed to be fully earned until the holder has successfully completed an operational conversion or equivalent course and has joined an operational or non-operational unit in the capacity for which the provisional badge has been awarded. Joining is defined for each Service as follows:-

- RN: on issue of the Certificate of Competence.
- Army and RM: on award of the badge (and successful completion of conversion to type (CTT) course.
- RAF: On successful attainment of an appropriate aircrew categorisation or qualification to undertake productive flying duties (C categorisation or above, B1 or above instructor category or CR status.

Non-UK Military Pilots

Non-UK military pilots operating UK military aircraft through exchange programs etc. are **not** eligible for any of the credits afforded to UK military pilots - if a serving member of the Armed Forces of another JAA State, applicants should contact the National Aviation Authority of that State for details of any accreditation arrangements for its military personnel.

Ex-Qualified Service Pilots

An ex-QSP (A) can claim any credits for which he qualifies, for a period of one year from the last date of service.

An ex-QSP (A) employed by a Defence Contractor in flying-related duties, is deemed to be a QSP (A) for licensing purposes. He can claim any credits for which he qualifies, for a period of one year from the date of last flight in a military aeroplane.

A Volunteer Reservist or Full Time Reserve Service (FTRS) pilot is deemed to be a QSP (A) for licensing purposes. He can claim any credits for which he qualifies, for a period of one year from the date of last flight in a military aeroplane.

Definition of Current Flying Practice

In order to qualify for credit against the ATPL (A) Skill Test (see G2.4), a QSP (A) shall be in current flying practice.

To be deemed to be in current flying practice, a QSP (A) shall have a minimum of 12 hours flying experience as a pilot in military or civil aeroplanes (or combination of both) in the 12 months preceding the date of application for licence issue. This experience shall include at least 6 hours as pilot-in-command (PIC) - for this purpose military 1st pilot hours may be counted towards the PIC requirement, one flight with a military instructor pilot or JAA Flight Instructor, and 12 take-offs and landings; for this purpose, military 1st Pilot hours may be counted towards the 6 hours PIC requirement.

A QSP (A) on a ground tour can still achieve currency, either by flying on military (AEF) or civil aeroplanes. A QSP (A) not on an AEF can achieve currency on civil aircraft through a combination of dual and solo flying. A QSP (A) who does not already hold a valid PPL (A), can satisfy the 6 hours PIC requirement by flying solo hours at a PPL Registered Facility, under the authority of the CFI (in much the same way as an ab-initio PPL student would).

G2.2 JAR-FCL ATPL (A) FLYING EXPERIENCE REQUIREMENTS

An applicant for a JAR-FCL ATPL (A) shall meet the flying experience requirements detailed in Section G1.2.

G2.3 JAR-FCL ATPL (A) THEORETICAL KNOWLEDGE EXAMINATION REQUIREMENTS

An applicant for a JAR-FCL ATPL (A) is required to complete an approved course theoretical knowledge instruction and pass theoretical knowledge examinations at ATPL level.

However, as described in G2.1, the MCWG determined a level of equivalence between military theoretical knowledge training and subsequent operational experience, and that required at ATPL (A) level. It should be recognised that the scope for accreditation was not the same for all military pilots, and that role training and experience ultimately determined the level of equivalence achieved.

Subject to meeting the appropriate eligibility criteria, a QSP(A) with at least 500 hours multi-pilot aeroplane experience can take advantage of either of two fixed-wing accreditation schemes to satisfy JAR ATPL(A)

theoretical knowledge requirements; the FW(ME) scheme (see G2.3(A)) for experienced pilots with a high level of multi-engine operational experience, OR the FW (Non-ME) scheme (see G2.3(B)) for experienced pilots with a primarily fast-jet or instructor background, or low levels of multi-engine operational experience, OR he can pass the JAR ATPL(A) exams in all 14 subjects (see G2.3(C)).

G2.3(A) FW (ME) ACCREDITATION SCHEME

Eligibility

To qualify for theoretical knowledge exam credits under the FW (ME) accreditation scheme, a QSP(A) shall have completed:

1. A recognised ME OCU; (**BAe 125/146, C17, Hercules, Nimrod, Sentry, TriStar or VC10**) (RN - Jetstream T2).
2. A minimum of 2000 hours flying experience* on military aircraft, including at least 1500 hours as 1st Pilot (Captain)/1st Pilot (Nimrod) P1 (can incl.max. 500 hours 1st Pilot (non-Captain) Co-pilot P1 /2nd Pilot (Nimrod) on aeroplanes on recognised multi-engine aeroplanes. The following types in current military service are considered to be multi-engine aeroplanes for this purpose:-

* as recorded in Service logbook i.e. excluding any taxi-time allowances.

Andover*	BAC 1-11*
BAe 125*	BAe 146*
Beeagle Bassett	C17
Beech 200	Dominie
Canberra	Hercules C4/c5*
Hercules C1/C3*	Jetstream T1/T2
Islander	Nimrod*
Jetstream T3*	Sentry*
PA31	VC10*
Tristar*	

Applicants shall also have operational experience on one of the approved ME aeroplanes, within the 5 years preceding the date of application for licence issue.

* denotes this type is also a recognised MPA for the purposes of obtaining a JAR-ATPL(A).

Flying experience on military multi-engine aeroplanes not included in the above list i.e. types flown whilst on exchange duties with a foreign air arm, will be considered on a case-by-case basis. Flying experience on multi-engine aeroplanes no longer in UK military service can be credited towards the 2000 hours requirement, but not

the 1500 hour PIC requirement -only flying experience on recognised ME aeroplanes listed above can be credited towards the PIC requirement.

Theoretical Knowledge Requirements

A QSP (A) who meets the eligibility criteria in full, is required to:

1. Pass the ATPL (A) examination in:
 - i. Air Law

DETAILS OF THE ABOVE EXAMINATION, PASS RULES, VALIDITY PERIODS, ETC, ARE GIVEN IN JAR-FCL 1, SUBPART J.

G2.3(B) QSPs INELIGIBLE FOR ACCREDITATION SCHEMES

A QSP(A) who does not meet the eligibility criteria of either accreditation scheme, will be required to demonstrate the appropriate level of theoretical knowledge by passing ALL of the theoretical knowledge examinations at ATPL level. However, credit will be given against the requirement to complete an approved course of theoretical knowledge instruction prior to attempting the examinations. Applicants will be required to undertake theoretical knowledge instruction as determined by the Head of Training of an approved training provider.

G2.4 JAR-FCL ATPL (A) SKILL TEST REQUIREMENTS

A QSP (A) in current flying practice as defined in G2.1 and who meets the multi-pilot type rating requirements detailed in G2.5 will be credited the ATPL (A) Skill Test.

G2.5 TYPE RATING REQUIREMENTS

Subject to currency on type and completion of an IR(A) skill test on type (see G2.6), a military type rating will be issued for any of the following recognised military multi-pilot aeroplane types:

Andover	Hercules C4/C5 (C130J)
Nimrod	Sentry
VC10	

Subject to currency on type and completion of an IR(A) skill test on type (see G2.6), a JAR-FCL type rating (in brackets) will be issued for any of the following recognised military multi-pilot aeroplane types:-

BAC 1-11 (BAC 1-11)	BAe 125 (HS 125)
BAe 146 (AVRORJ/BAe 146)	Hercules C1/C3 (Hercules)
Jetstream T3 (Jetstream 31/32)	Tristar (L1011)

Currency Requirements

In order to qualify for a type rating credit for one of the above types, a QSP (A) must:

- i. Show a minimum of 500 hours flying experience on any ONE type;
- ii. Show evidence of a valid annual check (RAF - aircraft category renewal, RN - QFI check with NFSF(FW) on the SAME type (i) completed in the 12 months preceding the date of application for licence issue.

Note:

1. A QSP (A) who does not meet the above currency requirements in full, will not qualify for a multi-pilot type rating credit, and will not qualify for a JAR-FCL ATPL (A). In this case, a QSP (A) should refer to Section D3 for details on how to qualify for a JAR-FCL CPL (A)/IR with 'frozen' ATPL theory credit.

However, where a QSP (A) meets the requirement of i) on one of the types indicated by *, but not ii), he may still qualify for a JAR-FCL ATPL (A) by

- a. completing the ATPL (A) Skill Test through an approved Type Rating Training Organisation (TRTO), observed by a CAA Flight Operations Training Inspector (this would also serve as the IR (A) Skill Test),

G2.6 INSTRUMENT RATING REQUIREMENTS

IR(A) Skill Test Requirements

A QSP (A) who qualifies for a Multi-pilot type rating as detailed in G2.5, is required to:

1. Pass the IR (A) Skill Test on the Multi-pilot type, observed by a CAA Flight Examiner.
 - Before undertaking the Skill Test, applicants shall have passed the associated theoretical knowledge examinations.

G2.7 UK FLIGHT RADIOTELEPHONY OPERATORS LICENCE (FRTOL)

An applicant for the JAR-FCL ATPL (A) shall hold/ qualify a UK FRTOL.

A QSP (A), who meets the eligibility criteria for either of the the accreditation schemes detailed in G2.3(A) or G2.3(B) will be credited with the written examination and practical communications test.

FULL DETAILS OF THE FRTOL REQUIREMENTS ARE CONTAINED IN SECTION B.

G2.8 JAR-FCL ATPL (A) MEDICAL REQUIREMENTS

An applicant for a JAR-FCL ATPL (A) shall hold a valid JAR-FCL Class One medical certificate.

FULL DETAILS OF MEDICAL REQUIREMENTS ARE CONTAINED IN JAR-FCL 3 AND SECTION A5

G3 JAR-FCL ATPL (HELICOPTER)

This section offers information as a basic guide to obtaining a JAR-FCL Airline Transport Pilot Licence (Helicopter) - JAR-FCL ATPL (H).

- G3.1** JAR-FCL ATPL (H) General Information
- G3.2** JAR-FCL ATPL (H) Flying Training / Experience Requirements
- G3.3** JAR-FCL ATPL (H) Theoretical Knowledge Examination Requirements
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For full details you are advised to refer to JAR-FCL 2 Subpart G.

G3.1 JAR-FCL ATPL (H) GENERAL INFORMATION**Privileges**

Details of licence privileges can be found in Schedule 8 of the Air Navigation Order, (please also refer to Section A, Appendix F).

Minimum Age

An applicant for a JAR-FCL ATPL (H) shall be at least 21 years of age.

Licence Validity

The JAR-FCL ATPL (H) will be issued for a maximum period of 5 years.

G3.2 JAR-FCL ATPL (H) FLYING TRAINING/ EXPERIENCE REQUIREMENTS

The holder of a UK national CPL(H) should refer to Section A10.2 for details of the requirements to 'upgrade' to a JAR-FCL ATPL (H).

An applicant for a JAR-FCL ATPL (H) shall have completed as a pilot of helicopters at least **1000** hours of flight time (**see G3.2 Notes**). This must include the particular requirements specified in **G3.2 a, b, c, d & e below**. Each of these requirements must be met in full but, hours may be credited, where appropriate, towards more than one requirement except where stated otherwise.

- a. 350 hours in Multi-Pilot helicopter.
- b. i. 250 hours either as Pilot-in-Command (PIC) or at least 100 hours as pilot-in-command and 150 hours (max) as co-Pilot performing under the supervision of the Pilot-in-Command the duties and functions of a Pilot-in-Command (PIC/US) **or**

- ii. 250 hours as co-pilot in multi-pilot helicopters performing, under the supervision of the pilot-in-command the duties and functions of a pilot-in-command (PIC/US), and the ATPL privileges shall be limited to multi-pilot operations only;
- c. i. 200 hours Cross-country flight time, must include;
- ii. 100 hours Pilot-in Command (PIC) **or** as Co-Pilot performing under the supervision of the Pilot-in-Command the duties and functions of a Pilot-in-Command (PIC U/S) of Helicopters.
- d. i. 70 hours Instrument time, can include (ii);
- ii. 30 hours of instrument time of which not more than 10 hours (max) may be instrument ground time.
- e. 100 hours Night flight as Pilot-in-Command (PIC) or as Co-Pilot (PIC/US or P2).

G3.2 Notes

JAR-FCL 2.050 sets out the way in which flight time will be credited for a licence.

The 1000 hours flying experience may comprise flight time in any of the following capacities:

- as Pilot-in-Command/Solo (PIC), counted in full;
- as Pilot-under-Instruction (Dual), counted in full;
- as Co-Pilot performing under the supervision of the Pilot-in-Command the functions and duties of a Pilot-in-Command (PIC U/S) counted in full. For licence issue, confirmation of such flight time will be required. This can either take the form of a letter from the operating company or certification of each flight within the pilot's logbook by the Pilot-in-Command.
- as Co-Pilot (P2), counted in full;

- as Student Pilot-in-Command (SPIC) counted in full up to a maximum of **50** hours towards the Pilot-in-Command time required for the issue of a ATPL(H).
- A maximum of 100 hours may have been completed in a helicopter STD if which not more than 25 hours in a FNPT.
- Up to 50% of each of the requirements specified in **G3.2 a, b, c, d & e** may be completed in aeroplanes.

G3.3 JAR-FCL ATPL (H) THEORETICAL KNOWLEDGE EXAMINATION REQUIREMENTS

An applicant for a JAR-FCL ATPL (H) is required to:

1. Pass the fourteen **ATPL (H) Theoretical Knowledge** examination in the following subjects:

Air Law	
Aircraft General Knowledge	(2 papers)
Flight Performance and Planning	(3 papers)
Human Performance and Limitations	
Meteorology	
Navigation	(2 papers)
Operational Procedures	
Principles of Flight	
Communications	(2 papers)

ATPL(H) Modular Theoretical Knowledge Course

The aim of this course is to train pilots who have not yet received the theoretical knowledge instruction during an integrated course, to the level of theoretical knowledge required for the ATPL(H). Applicants will be required to complete 650 hours of ATPL theoretical knowledge instruction at an Approved FTO within a period of 18 months. An applicant shall be the holder of a PPL(H) issued in accordance with ICAO Annex 1.

Candidates with a previous pass in the former UK national professional ground examinations

JAR-FCL requires candidates to complete an approved theoretical knowledge course prior to attempting the JAR-FCL examinations. However, a candidate who has previously passed at least one examination in the UK Navigation or Technical Group of examinations will not be required to complete the full theoretical knowledge course – the amount of theoretical knowledge instruction will be at the discretion of the Head of Training of an approved training provider.

This credit against the JAR-FCL theoretical knowledge course recognises the studies already completed by candidates who have passed national exams.

Credits from the ATPL(H) Theoretical Knowledge Examination

- Holders of an IR(H) may have the theoretical instruction hours reduced by 200 hours.
- The holder of a JAR-FCL CPL(H) and IR(H) satisfies the knowledge requirements for the issue of an ATPL(H). (Holders of a UK CPL(H) and IR(H) will be required to convert to a JAR-FCL licence)
- An applicant who has previously passed the VFR Communications examination at CPL(H) level, and have been issued with a CPL(H) will not be re-examined in subject VFR Communications at ATPL(H) level.
- An applicant who has previously passed the IFR Communications examination at IR level, and have been issued with an IR(H) will not be re-examined in subject IFR Communications at ATPL(H) level.
- The holder of a valid JAR-FCL CPL(A) with valid ATPL(A) theory credit/ATPL (A)/IR* will be required to complete the appropriate bridging examination requirements (see J1.9).
 - * The credits specified above shall also apply 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.
- The holder of a valid JAR-FCL CPL (H)/IR with JAR-FCL ATPL Theory credit will be credited the JAR-FCL ATPL (H) Theoretical knowledge examination for a period of 7 years from the last validity date of the IR (H) entered in the CPL (H).

FULL DETAILS OF THE ABOVE EXAMINATIONS, PASS RULES, VALIDITY PERIODS ETC, ARE GIVEN IN JAR-FCL 2, SUBPART J.

2. Complete an **Approved Multi-Crew Co-operation Course**.
 - Completion of this course is **only** required by CPL(H)/IR holders who have not graduated from an ATPL(H) Integrated course but who wish to obtain an initial type rating on a multi-pilot helicopter.

FULL DETAILS OF MCC ARE GIVEN IN JAR-FCL 2.261 & SECTION F10.

G3.4 JAR-FCL ATPL (H) SKILL TEST REQUIREMENTS

An applicant for a JAR-FCL ATPL (H) is required to:

1. Pass the **ATPL (H) Skill Test** with an authorised Type Rating Examiner.

- The applicant shall demonstrate the ability to perform as Pilot-in-Command of a helicopter type certificated for a minimum of two pilots under IFR, the procedures and manoeuvres required with a degree of competency appropriate to the privileges granted to the holder of an ATPL (H).
- The Skill Test may serve 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
- The Skill Test may not be taken until **all** of the flying experience requirements for the grant of the licence have been met together with the required theoretical knowledge.
- Pass the ATPL (H) skill test in accordance with Appendices 1 and 2 to JAR-FCL 2.240 and 2.295 with, or observed by, a CAA Flight Operations Training Inspector*.

* Applicants for an observed flight test for the JAR-FCL ATPL(H) wishing to be observed overseas should note that this will only be considered where there is no possibility of the test being conducted in the UK. The applicant will be responsible for all expenses including: travel time/airfares/hotel/subsistence as well as the Training Inspectors overseas daily rate.

Note: ATPL (H) holders who have a minimum of 1000 hours flying experience as PIC or Co-pilot on multi-pilot helicopters and hold a valid multi-pilot type rating for the helicopter to be used for the ATPL (H) skill test **and** have at least 500 hours experience as pilot on that type, will be exempted from the requirements to complete an approved TRTO course or undergo approved training prior to undertaking the theoretical knowledge examinations, and the skill test. Pilots with less than 500 hours experience as pilot on the type to be used for the ATPL (H) skill test will be exempted from the requirements to undergo approved training prior to undertaking the theoretical knowledge examinations but will still be required to complete an approved type rating course. However, the course may be reduced to take account of previous experience on the same type upon recommendation by the TRTO to PLD.

FULL DETAILS OF THE ATPL (H) SKILL TEST ARE DETAILED IN APPENDICES 1 & 2 TO JAR-FCL 2.240 & 2.295.

G3.5 JAR-FCL ATPL (H) CONVERSION OF A NON-JAA PROFESSIONAL LICENCE

A licence issued by a non-JAA State may be converted to a JAR-FCL licence provided that an arrangement exists between the JAA 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 non-JAA State. Until such arrangements exist, the following requirements have been agreed by the JAA and are now incorporated in JAR-FCL 2, paragraph 2.016;

The holder of a **current and valid** ATPL (H) issued in accordance with ICAO Annex 1 by a non-JAA State may be with a JAR-FCL ATPL (H) providing the experience requirements of JAR-FCL 2.280 have been met. Applicants must:

- Hold a valid JAR-FCL Class 1 medical certificate;
- Undertake ATPL (H) theoretical knowledge instruction as determined by the Head of Training of an approved training provider, and pass ALL of the JAR-FCL theoretical knowledge examinations at ATPL (H) level;
- Qualify for the issue of a UK Flight Radiotelephony Operator's Licence (FRTOL) - **Section B** refers.
- Undertake a multi-pilot helicopter type rating course at an approved TRTO for a helicopter type certificated for a minimum crew of two pilots under IFR in accordance with FAR/JAR 27 and 29 helicopter category; or equivalent code; or helicopter required to be operated by two pilots under JAR-OPS.

The holder of a current and valid ATPL (H) **who does not qualify for the grant of a JAR-FCL ATPL (H)**, as detailed above, can still apply for a JAR-FCL CPL (H)/ IR, details can be found in Section D4.5.

G3.6 JAR-FCL ATPL (H) UK FLIGHT RADIOTELEPHONY OPERATOR'S LICENCE (FRTOL) REQUIREMENTS

An applicant for a UK FRTOL is required to pass the Radiotelephony written examination and practical test with an authorised RTF Examiner. It should be noted that whilst Radio Communication forms part of the JAR-FCL ATPL (H) training syllabus, the FRTOL remains a UK national licence.

FULL DETAILS OF THE FRTOL REQUIREMENTS INCLUDING CREDITS AVAILABLE ARE CONTAINED IN SECTION B.

G3.7 JAR-FCL ATPL (H) MEDICAL REQUIREMENTS

An applicant for a JAR-FCL ATPL (H) shall hold a valid JAR-FCL Class 1 Medical Certificate.

FULL DETAILS OF THE MEDICAL REQUIREMENTS ARE CONTAINED IN JAR-FCL 3 AND SECTION A6.

G4 JAR-FCL ATPL (HELICOPTER) FOR UK QUALIFIED SERVICE PILOTS (HELICOPTERS)

There is no direct route to a JAR-FCL ATPL (H) for a QSP (H).

Full details of the JAR-FCL ATPL (H) requirements, including credits available, are detailed in Section G3.

In order to qualify for a JAR-FCL ATPL(H), applicants must also qualify for a JAR-FCL IR(H) and a JAR-FCL multi-pilot helicopter type rating (i.e. certificated for a minimum of two pilots under IFR, or required to be operated by two pilots under JAR-OPS).

A QSP (H) should refer to Section D6 for details of the requirements to obtain a JAR-FCL CPL (H).

G5 LICENCE RE-ISSUE

G5.1 LICENCE RE-ISSUE

For a licence to be valid, a pilot or Flight Engineer must hold a current medical certificate appropriate to the licence held, and have a valid aircraft rating.

Note for UK BCPL(A) Holders

The medical certificate required for the re-issue of a UK BCPL(A) shall be a JAR-FCL Class 1 medical certificate.

Note for Professional Licence Holders

The holder of a professional licence who only intends to fly privately, may continue to have their professional licence re-issued, but will be required to hold a valid medical certificate appropriate to the licence held. The licence cannot be re-issued with a lower class of medical. Alternatively, to take advantage of the lower class of medical, a Private Pilot Licence may be obtained.

60 Day Rule

Applicants may apply for the re-issue of a licence within a period of 60 days prior to the expiry date of the licence.

Holders of a lifetime UK PPL should note that the licence itself is un-expiring, but the privileges conferred by it, and by any ratings in it, may only be exercised when the licence and the appropriate ratings are valid. Re-validation or renewal of the appropriate rating(s) is specified in **Section F**. Details to revalidate or renew a FRTOL (if held) are specified in Section B.

Important Note: JAR-FCL PPL Licence Holders

After an era of lifetime private pilots licences, the new 5-year European JAR-FCL Private Pilots Licence (PPL) has been in existence for 5 years and the first applications for renewal have been processed by PLD. However, PLD has noticed that some licence holders have missed their renewal date and there have been cases when pilots have been flying without a valid licence. Although it is the pilot's responsibility to keep a licence valid, the CAA recognises that the change from the lifetime licence may catch out the unwary. PLD will be sending out reminder cards to JAR-FCL PPL holders to encourage them to renew.

A UK National or JAR-FCL Pilot's Licence or Flight Engineer Licence will be re-issued for a further period (5 or 10 year validity as appropriate to the licence held) subject to meeting the following:-

1. hold a medical certificate appropriate to the licence being re-issued valid for the first day of issue of the new licence.

2. have held a valid Certificate of Test, Certificate of Experience or Certificate of Revalidation for any type/class rating that has not expired by more than 5 years*.

*Applicants who are currently flying under the privileges of a non-UK ICAO licence and are currently flying an aircraft type endorsed within their UK or JAR-FCL licence or Flight Engineer Licence, may have their licence re-issued by holding a valid medical certificate appropriate to the licence being re-issued. A QSP in current flying practice on any military aircraft type (aeroplane for re-issue of aeroplane licence and helicopter re-issue of helicopter licence) may have their licence re-issued by holding a valid medical certificate appropriate to the licence being re-issue.

Applicants who are not flying an aircraft endorsed within their UK or JAR-FCL licence may not have their licence renewed until such time as an appropriate valid medical certificate and Certificate of revalidation are obtained. Applicants may either renew an existing rating within their UK or JAR-FCL licence or may wish to transfer a type/class rating that he/she is currently flying under the privileges of their non-UK ICAO licence. Renewal of appropriate ratings or the transfer of type/class ratings is specified in Section F.

Expired Licences

If the holder of an expired UK National or JAR-FCL pilot's licence or Flight Engineer licence has held a valid Certificate of Test, Certificate of Experience or Certificate of Revalidation for any type/class rating that has not expired by more than 5 years, then only the appropriate valid medical certificate must be obtained to re-issue the licence.

If the holder of a UK National or JAR-FCL pilot's licence or Flight Engineer licence has not held a valid Certificate of Test, Certificate of Experience or Certificate of Revalidation for any type/class rating that has expired by more than 5 years** they may not have their licence re-issued until such time as an appropriate valid medical certificate and Certificate of Revalidation are obtained. Applicants may either renew an existing rating within their UK or JAR-FCL licence or may wish to transfer a type/class rating that he/she is currently flying under the privileges of their non-UK ICAO licence. Renewal of appropriate ratings or the transfer of type/class ratings is specified in Section F.

** Where an applicant can show that he/she is currently flying under the privileges of a non-UK ICAO licence and are flying an aircraft endorsed within their UK or JAR-FCL licence, they may have their licence re-issued by holding a valid UK or JAR-FCL medical certificate as appropriate

to the licence being re-issued. A QSP in current flying practice on any military aircraft type (aeroplane for re-issue of aeroplane licence and helicopter re-issue of helicopter licence) may have their licence re-issued by holding a valid medical certificate appropriate to the licence being re-issue.

FRTOL Re-validation/renewal

Details to revalidate or renew a FRTOL (if held) are specified in Section B.