



EASA

European Aviation Safety Agency

PART-FCL licences & endorsements

Lauris Plume

Air Crew officer - In the field of Standardisation (SNE)

European Aviation Safety Agency

13/10/2016

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TE.GEN.00409-001



Key Points

- Legal framework
- Review of licence format
- Abbreviations used in the PART-FCL licences
- OPS related abbreviations and & PART-FCL licences



- Commission Regulation 1178/2011 as amended by 445/2015
 - [ARA.FCL.200](#) Procedure for issue, revalidation or renewal of a licence, rating or certificate.
- ICAO Annex I (Edition 11)
 - Chapter 5



Appendix I to ANNEX VI PART-ARA

- ▶ 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.
- ▶ **Pages 1, 2 and 3** of the licence **shall be** in accordance with **the format laid down in this particular Appendix.**



LICENSE: Page 1

Competent authority name and logo

(English and any language(s) determined by the competent authority)

EUROPEAN UNION

(English only)

FLIGHT CREW LICENCE

(English and any language(s) determined by the competent authority)

Issued in accordance with Part-FCL

This licence complies with ICAO standards, except for the LAPL and EIR privileges

(English and any language(s) determined by the competent authority)

EASA Form 141 Issue 2

- Size of each page shall be **one eight A4**
- Information as: **pilot's name and surname, date of licence issue** shall not be part of licence first page;
- **EIR privileges;**
- **EASA Form 141 Issue 2**



LICENSE: Page 2

I	State of issue
III	Licence number
IV	Last and first name of holder
IVa	Date of birth (see instructions)
XIV	Place of birth
V	Address of holder: Street, town, area, postal code
VI	Nationality
VII	Signature of holder
VIII	Issuing competent authority E.g. This CPL(A) has been issued on the basis of an ATPL issued by (third county)
X	Signature of issuing officer and date
XI	Seal or stamp of issuing competent authority

- Standard date format is to be used, dd/mm/yyyy in full
- **Address of holder** instead of issuing Authority shall be used
- Information as relates to item **VII to XI shall appear on the page 2** of the licence.



LICENSE : Page 3

II	Title of the licence, date of initial issue and country code
IX	Validity: The privileges of the licence shall be exercised only if the holder has a valid medical certificate for the required privilege. A document containing a photo shall be carried for the purposes of identification of the licence holder.
XII	Radiotelephony privileges: The holder of this licence has demonstrated competence to operate R/T equipment on board aircraft in (specify the language(s)).
XIII	Remarks: Language Proficiency: (language(s)/level/validity date)

- **Only the exact text mentioned in item IX shall be used;**
- **Item XIII should not be used for rating endorsements specified in Subpart I of Regulation 1178/2011;**
- **Medical restrictions (e.g. VNL or CCL), shall not be endorsed under item XIII.**



Item XIII examples

XIII **Bemerkungen** (Remarks)
*****VNL*****
***** keine weiteren Eintragungen / no further entries *****
Sprachkenntnisse (Language Proficiency)
Englisch/English Level 4 bis/until 27.01.2018
Deutsch/German Level 6 unbefristet/not limited
***** keine weiteren Eintragungen / no further entries *****

XIII	Remarks / Παρατηρήσεις: English Language Proficiency Level 6 . Night Rating.
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Abbreviations in the licences

- Regulation No 1178/2011 as amended related abbreviations shall be used in the licence.
- OPS related abbreviations (LVO, CATII/III) are subject of rulemaking task **RMT.0379 'All weather operations'**. **Amendment to FCL.605(b)** proposes to clarify the issue. Required training will be under the responsibility of an operator approved in accordance with Part-SPA.



Abbreviations used in the licence

(A)	(Aeroplane)
AGRO	(Agricultural Flight Authorization)
AR	Aerobatic Rating
F/EL	(Flight Engineer Licence)
FF	(Fire Fighting Authorization)
FI	(Flight Instructor)
GPL	(Glider Pilot Licence)
IRI	(Instrument Rating Instructor)
MEP	(Multi-Engine Pilot)
CPL	Flugzeugen (Banner Towing Rating with Aeroplanes) Flugunterricht für Berufspiloten (flight instructions for commercial pilots)
CPI	(Single-Pilot)
TOW	(Tow Rating)
TRI	(Type Rating Instructor)

(S)	Sailplane
BB	Restricted Commercial Pilot Licence
LAPL	Light Aircraft Pilot Licence
BPL	Balloon Pilot Licence
SPL	Sailplane Pilot Licence
HDF	Helicopter Pilot Licence
FTI	Flight instructor instructor
IRI	Instrument rating instructor
MCCI	Multi-crew cooperation instructor
MI	Mountain rating instructor
MPLI	Multi-crew pilot licence instructor
SFI	Synthetic flight instructor



- Regulation No 1178/2011 **official translated text** in national languages **differs** from the text used in the licences.
- All associated ratings shall be placed **under the item XII** of the licence.
- Licence page format – **one eight A4**
- PART-FCL **compliant** abbreviations.
- Text used in items I to XI shall be the **same as prescribed** in the ANNEX VI PART-ARA.



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Thank you for your attention!

Any question?

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Pre-inspection questionnaires - reminder on how they should be used -

Camelia MOINESCU
FCL Standardisation Team Leader

12th Aircrew Standardisation Meeting
13 October 2016, Cologne

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Background - Domain-specific and cross-domain inspections

- ▶ Starting 2015, in addition to the domain specific inspections for OPS and Aircrew (FCL, MED, FSTD), EASA also conducted some cross-domain assessments, with the aim to:
 - ▶ minimise the workload for Competent Authorities and EASA by a more efficient use of time and resources in the assessment of common elements within the domains (OPS, RAMP, FCL, MED and FSTD);
 - ▶ ensure EASA internal Standardisation across the 5 relevant domains
 - ▶ achieve synergies while conducting inspections.



- New questionnaires are used; they include the following elements:
 - a self-assessment form for the competent authorities
 - a checklist for the inspection team
 - expectations and guidance on the items EASA will check during the preparation phase and/or on-site inspection.



Pre-inspection questionnaires

- Cross domain: OPS, RAMP, FCL, MED and FSTD
- Licensing
- Medical
- FSTD



► Important to remember:

- The self-assessment for a cross-domain inspection must always contain information for **all 5 domains**: OPS, RAMP (where applicable), FCL, MED and FSTD, even if the scope of a particular standardisation inspection is limited to one or two domains.

CA Self Assessment				
OPS	FCL	MED	FSTD	RAMP
<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes
<input type="checkbox"/> No	<input type="checkbox"/> No	<input type="checkbox"/> No	<input type="checkbox"/> No	<input type="checkbox"/> No



Pre-inspection questionnaires

- The information provided to EASA must contain a reasonable level of detail, e.g.:
 - References to legal documents and documents issued by the competent authority, including:
 - Number / code of the document
 - Name of the document
 - Amendment number and date
 - Availability of competent authority's documents to the inspection team:
 - Submitted prior to the inspection (attached to the questionnaire), or
 - Available on request during the on-site inspection.



Examples and discussion



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MPL training and current regulation

Giuseppe Sabatino
Head Flight Licencing Unit



Cologne , 13 10 2016



MPL competency based training (ICAO AMDT PANS TRG)

A competency is a dimension of human knowledge, skill and attitude, that is used to reliably predict successful performance on the job



MPL competency based training (ICAO PANS TRG)

A combination of skills, knowledge and attitudes required to perform a task to the prescribed standard



MPL objective (ICAO AMDT PANS TRG)

To meet the requirements of an IOE
The evaluation is conducted by means of
an operator's line check or equivalent
means



Part FCL MPL aim

To train pilots to the level of proficiency necessary to enable them to operate as co-pilot of a ME MP turbine powered air transport aeroplane under VFR and IFR and to obtain an MPL



Part FCL ATP(A) aim

To train pilots to the level of proficiency necessary to enable them to operate as co-pilot of a ME MP in commercial air transport aeroplane under VFR and IFR and to obtain a CPL(A)/IR



MPL training methodology

(ICAO PANS TRG)

Training course that includes continuous evaluation of the competencies that are relevant to the task of a co-pilot. Training should underpin knowledge. Knowledge should be fully integrated with the training of the skill and attitude required



MPL training frame (ICAO PANS TRG)

ATPL level of theoretical knowledge

240hrs of actual and simulated flight

Flight experience level in actual flight at least that of the PPL , UPRT, night flying, and flight by reference to instruments

12 take-offs and landings in an aeroplane for which the type rating is issued



Part FCL MPL training structure

Training course is divided in theoretical and practical events

Theoretical comprises of at least 750hrs and must demonstrate ATPL(A) knowledge level, plus the hrs required for the relevant type rating

Flying training shall comprise at least 240hrs

12 take-offs and landings in an aeroplane for which the type rating is issued

Flight experience requires UPRT, night flying, flight solely by reference to instruments, and all the requirements of Subpart H



MPL training for ATPL theoretical

The lack of MPL theoretical examination structure determines that most A.T.O. provides training and examinations for the ATPL(A) theoretical knowledge before the MPL training starts.



MPL training for ATPL theoretical

- Airframe/system/powerplant 23%
- Instrumentation 39%
- Performance 33%
- Meteorology 14%
- Radio navigation 21%
- Operational procedures 42%



MPL-I and MPL examiners

A unique feature of these certificates is that they are linked to a licence



Part FCL MPL-I

MPL-I is present

Minimum prerequisites is to hold an instructor certificate

The training course is 23% a duplication of the syllabus of other instructor certificates, and 34 % aimed at course developers



Part FCL MPL-examiners

MPL examiner certificates are not present
TRE with privileges to conduct skill test for
the MPL

No MPL examiner training required



Part FCL TR examiner assessment tool for an MPL

The Appendix 9 form. Suitable to
check tasks based on skill and
knowledge



MPL examiner's assessment tool (ICAO PANS TRG)

Should enable to gather evidences to
have met the competence standards
of an IOE



Improving MPL training integration with current FCL regulation

- MPL objectives
- Structured knowledge examination
- Tailored MPL-I course
- MPL examiner standardization
- Final assessment tool MPL specific
- Closer adherence to ICAO experience requirements



Thanks



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Update on progress with the ECQB

Frances CONDRON
ECQB Team Leader
13 October 2016

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- **Overview of the ECQB process**
- **Adding new questions to the ECQB**
- **Updating existing ECQB questions**
- **Support provided by the NAAs in 2016**
- **Managing the database in the long term**



Overview of the ECQB process



ECQB Team @ EASA – process owner

ca. 30 Question Writers
selected & contracted by EASA



51 Technical Reviewers
nominated by the NAAs

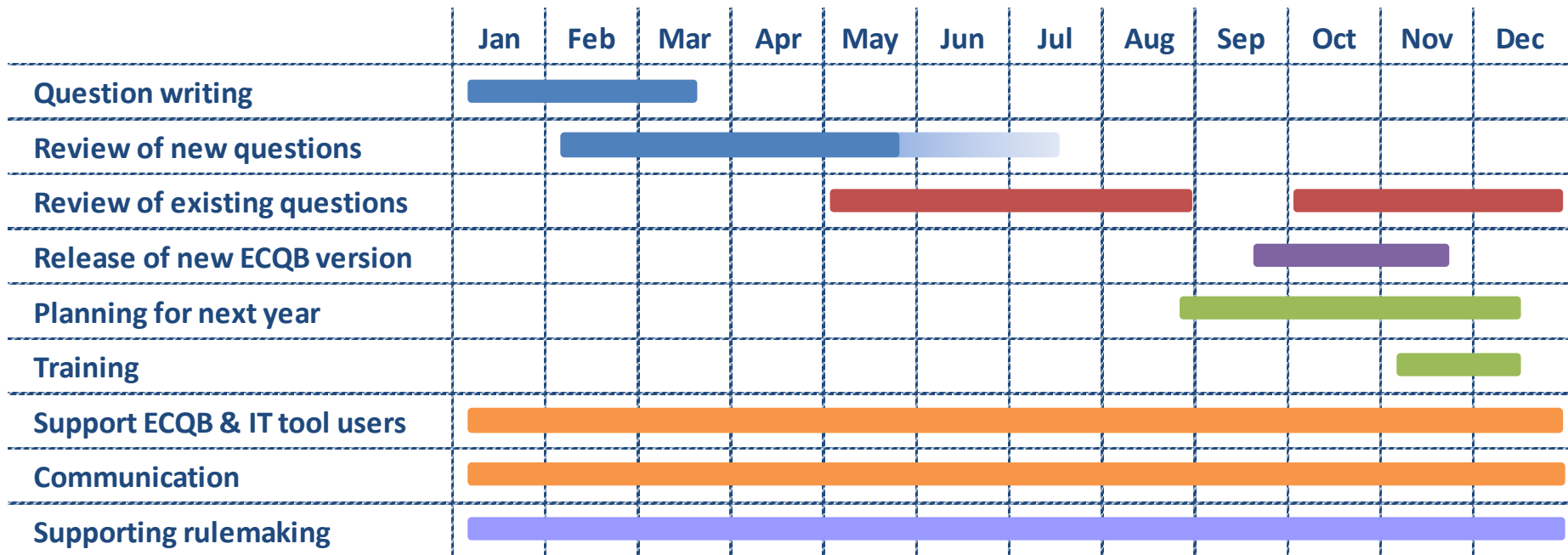
► Aims of the ECQB

- To ensure sufficient coverage of the syllabi and LOs
- To ensure that the questions are **accurate, current, relevant & suitable**



Overview of the ECQB process

- **Main delivery is the annual release of the ECQB each November**
 - **1500** new questions
 - **2000** of the existing questions reviewed
 - Catalogued according to AMC/GM to Part-FCL – including **062 07 on PBN**
 - **9 month transition** for the NAAs to implement the release





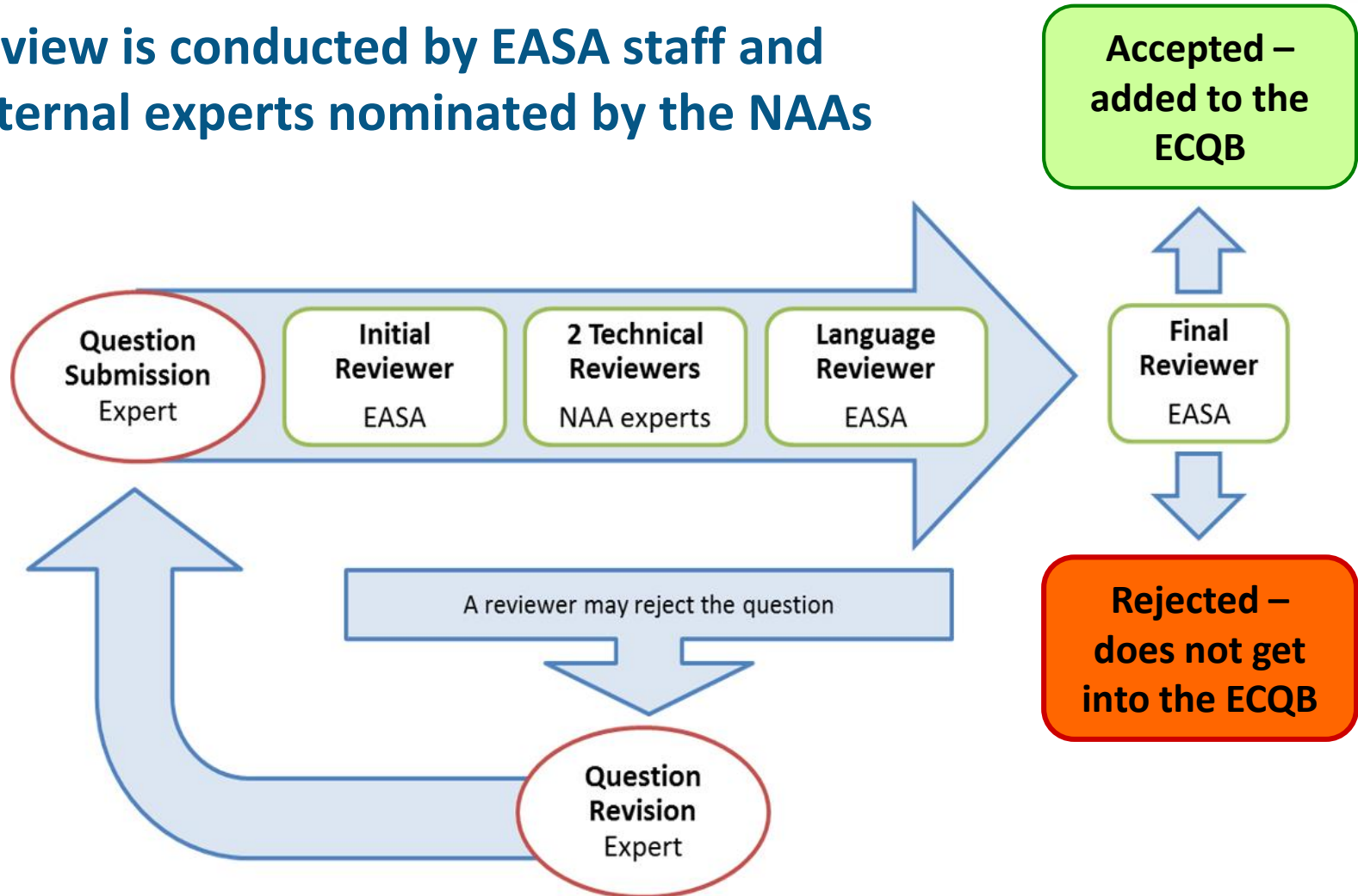
Adding new questions to the ECQB

- **ECQB Team sets detailed writing assignments**
 - Focus in 2015 & 2016 is to ensure full coverage of the syllabus
 - Particularly important for the helicopter category
 - And partly to refresh content by replacing existing questions
- **Newly drafted questions must:**
 - have a reference
 - be supported by a Justification for the correct and incorrect answers
 - be catalogued to the 5th (LO) level
- **Questions need to pass 5 review steps**



Adding new questions to the ECQB

- Review is conducted by EASA staff and external experts nominated by the NAAs

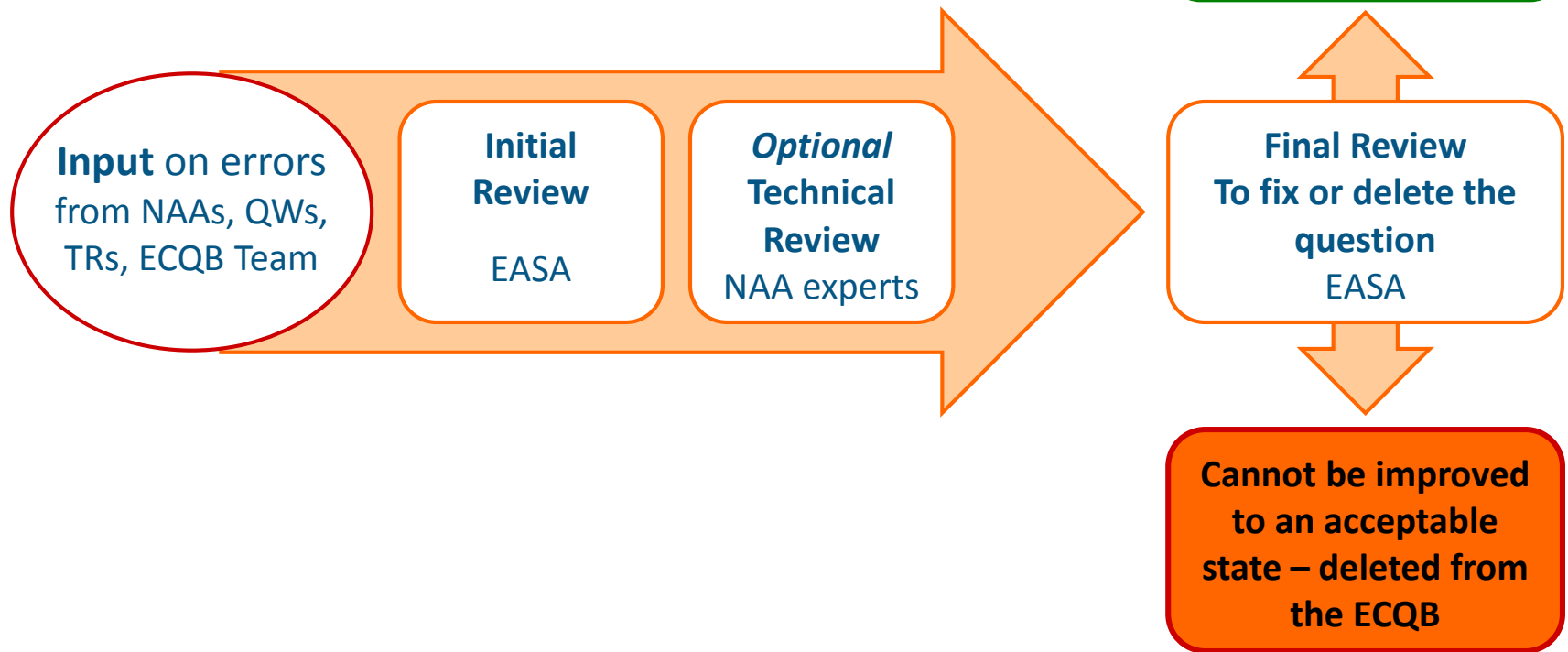




Updating existing ECQB questions

➤ Questions need to be fixed or removed from the ECQB

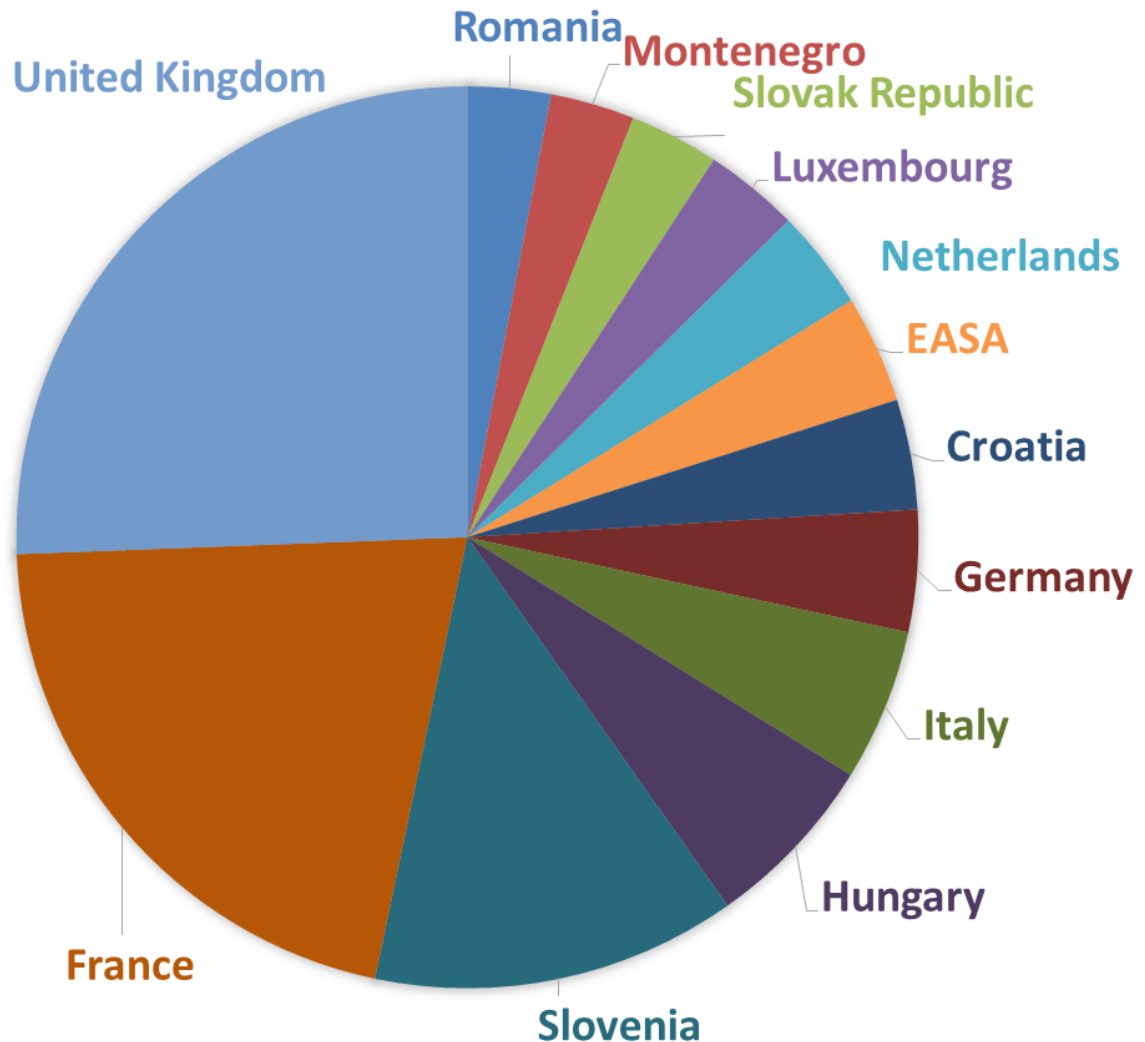
- They are duplicates, contain errors or are ambiguous,
- Or they go beyond the scope of the LOs,
- Or the regulations/ICAO SARPs are updated...





Support provided by the NAAs in 2016

- 42 experts supported the review – thank you
- Baseline was 75 questions per State (chart: level of support provided by top 13 States)
- Many States provided more support
- ECQB Team was also active in the technical review





Managing the database in the long term

- To ensure that the questions are **accurate, current, relevant & suitable**
 - RMT.0595 is carrying out a **full review** of the TK syllabi and LOs
 - ECQB, NAAs and ATOs will need to **transition** to the revised LOs & syllabi
- Expect further amendments to the TK syllabi & LOs
 - These need to be kept **up-to-date** and **relevant**
 - By taking into account regulatory changes introduced by other **rulemaking tasks, best practices, safety issues**
 - e.g. RMT.0379 All Weather Operations
- Rulemaking Programme 2016-2020:
 - Systemic update of the LOs & syllabi in 2018



➤ Any questions?



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Flight Simulation Training Devices Standardisation Inspections

Guy Schell

EASA Aircrew Standardisation Meeting

13 October 2016

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Country status

Some facts !



Country status

Countries issuing FSTD qualification certificates:

EU Member States: 25 of 28

EFTA States: 2 of 4

EASA: 2 (on behalf of Member States)
1 (on behalf of EFTA States)

Only 2 States without FSTDs



Country status

Distribution of FSTD qualification certificates:

Total:	1065	
FFS:	450 (A)	35 (H)
FTD:	69 (A)	20 (H)
FNPT:	427 (A)	47 (H)
BITD:	17 (A only)	



Country status

FSTD Operators:

Total: 293

Qualified FSTD Inspectors:

Total: 227

Technical Inspectors: 76

Flight Inspectors: 136

Dual qualification (TI/FI): 15



Country status

To summarize:

Depending on the States, the activity range goes from:

Qualification certificates issued:	from 236 down to 1
FSTD operators oversight:	from 47 down to 1

And:

The activity is performed by:
35 down to 2 FSTD inspectors.



Standardisation:

Where are we now, since the application of
Commission Regulation (EU) 1178/2011
?

(as amended for the FSTD domain by Commission Regulation (EU) 2901/2012)



Inspections status

- 50% of the Member States were included in the standardisation process before the entry into force of Reg 1178/2011.
- 50% of the Member States have been first inspected in the last three years (since the end of the opt out period for application of Reg 1178/2011).
- The last Member State has been first inspected in October 2015.



Conclusions:

- All member States have not yet fully benefited from the effects of standardization.
- There is a significant difference in the level of FSTD activity the Member States.
- The level of experience of the FSTD inspectors is also significantly different and can hardly be enhanced with a low activity.



Inspections status

- Many non-compliances raised during the inspections are mainly related to:
 - The experience level of the inspectors.
 - The FNPT devices recently included in the inspections scope.
 - The Organisations requirements specifically applicable to the FSTD operators.



How can this be mitigated:

- Continuing standardisation process focussed on the areas for improvement.
- Offering to the authority personnel involved in the FSTD qualification activity the possibility to participate as observers in the standardisation inspections.



Inspections status

- Requesting technical support during the evaluations from experienced authorities.
- Experienced authorities assisting for guidance and “on job” training if asked for.



Summary of findings

The most common non-compliances identified during the recent standardisation inspections are listed hereafter.

These include both the Authority Requirements and the Organisation Requirements, and some are applicable in almost all the Countries visited.



Authority Requirements:

- Authority CMS: FSTD area audits performed by auditors without FSTD familiarisation.
- Same for some FSTD operators CMS audits which are combined with ATO audits.



Summary of findings: ARA

- Qualification of FSTD inspectors:
 - Pre-requisites (Authority inspector).
 - Additional requirements (FSTD inspector).

- Training of FSTD inspectors:
 - Participation as an observer in evaluations.
 - “On job” training: definition of contents.
 - Self study: define time frame and records of completion.



Summary of findings: ARA

- Use of accredited inspectors from another authority:
 - Accreditation process (contract, agreement).
 - Define deliverables.
 - The Competent Authority (which issues the qualification certificate) stays ultimately responsible of the qualification process.
- List of qualified FSTDs:
 - Shall clearly state the date taken as reference for the 12 month period.
 - This date will be monitored during the inspections.



Evaluation practices:

- Preparation phase:
 - Flight profile.
 - Analysis of the contents of the dossier provided to support the preliminary briefing.
 - Contents of the preliminary briefing.
 - Identification of the training software load to be evaluated (particularly when changes are evaluated due to modifications or FSTD manufacturer updates).



Summary of findings: ARA

- Evaluation phase:
 - Team cooperation during evaluation.
 - The function and subjective part should be tailored to the type of device evaluated, and does not only concern the flight inspector.
 - Objective tests sampling (rerun) should also include manual tests that are expected to be run by both the technical and the flight inspector.
 - Record any item that is not working nominally.



Summary of findings: ARA

- Post evaluation phase:
 - Analysis of the impact of the discrepancies on the training capabilities (by the flight inspector).
 - Classification of items in the evaluation report.
 - Report also the problems encountered during the evaluation and that have been corrected.
 - Require due dates for correction of items in the follow-up phase.



Undertakings non-compliances:

- Organisation:
 - Structure (Separation between ATO and FSTD).
 - Management positions for FSTD operations.
 - Confusion between ORA.GEN (changes to be implemented without approval) and ORA.FSTD (changes to the FSTD).
 - Ineffective Compliance Monitoring due to poor experience of auditors in the area.



Summary of findings: ORA

- FSTD processes:
 - Description of the configuration control process.
 - Description of the Extended Evaluation Plan process (if implemented).
 - QTG run schedules and contents.
 - Control of the access to the device (software).
 - Implementation of changes (Identification and information to the authority of major changes).



Summary of findings: ORA

- FSTD qualification:
 - MQTG tests validation (manual tests and functional and subjective tests).
 - Safety markings and escape routes.
 - Installation of the devices (hall, EMG egress routes, briefing/meeting rooms).



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