

Overview - Long Term Exemption – December 2007

| Ref # | Long Term Exemption | JAR-FCL reference | agreed | In NPA | Valid thru |
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| 1 | If the type rating is to be endorsed on a national license during the transitional period, the requirement of the JAR-FCL 1.285 may be substituted by the national ATPL(A/H) theoretical examination. | JAR-FCL 1.250 (a)(4) and 2.250(a)(3) | FCL/C 1999/3 | no | |
| 2 | [Withdrawn , published in JAR-FCL 1 Amdt. 2 and JAR-FCL 2 Amdt. 2] paragraph 15 (d) have complete 1,000 hours pilot-in-command flight time of which a minimum of 500 hours shall be on flying instructional duties related to the flying courses conducted of which 200 hours may be instrument ground time | Appendix 1a to JAR-FCL 1.055 and Appendix 1a to JAR-FCL 2.055 | FCL/C 2000/3 | NPA-FCL 14.1 and 14.2 | |
| 3 | [Withdrawn , published in JAR-FCL 1 Amdt. 4] Applicants having experience of at least 500 hours as a pilot in multi-pilot operations in accordance with JAR-OPS on single pilot aeroplanes JAR/FAR-23 Commuter Category, shall be considered to meet the requirement of Multi-Crew Co-operation (MCC). | JAR-FCL 1.250 (a)(3) | FCL/C 2000/4 | NPA-FCL 1 – 16 and 2 – 17 | Proposed text has been transferred to NPA-FCL 1-19 and 2-20 |
| 4 | [Withdrawn , published in JAR-FCL 3 Amdt. 3] Period of validity. A medical certificate shall be valid from the date of the initial general medical examination and for (1) Class 2 medical certificates, 60 months until age 30, 24 months until age 50, and 12 months thereafter. | JAR-FCL 3.105(a) | FCL/C 2000/4 | NPA-FCL 3 -15 | |
| 5 | [Withdrawn , published in JAR-FCL 1 Amdt. 3 and JAR-FCL 2 Amdt. 3] (a) <i>Frequency.</i> A JAA Member State will provide the opportunity for an applicant to complete the required examinations in accordance with the procedures set out in this Subpart J. A complete examination for a license or instrument rating will comprise an examination in each of the subjects detailed in Appendix 1 to JAR-FCL 1.470 / 2.470. | JAR-FCL 1.480 and JAR-FCL 2.480 | FCL/C 2000/6 | NPA-FCL 1 – 16 and 2 - 17 | |

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| 6 | <p>[Withdrawn , published in JAR-FCL 1 Amdt. 3 and JAR-FCL 2 Amdt. 3]</p> <p>(a) A pass in an examination paper will be awarded to an applicant achieving at least 75% of the marks allocated to that paper. There is no penalty marking.</p> <p>(b) Subject to any other conditions in JARs, an applicant will be deemed to have successfully completed the required theoretical knowledge examination for the appropriate pilot license or rating when awarded a pass in all of the required subjects within a period of 18 months, counted from the end of the calendar month when the applicant first attempted an examination.</p> <p>(c) An applicant shall re-enter the complete examination for an initial attempt if he has failed to pass any single examination paper within four attempts, or has failed to pass all papers within either six sittings or the period mentioned in paragraph (b) above. Before re-entry to the examinations the applicant shall undertake further training as determined by the Authority.</p> <p>(d) An applicant failing to pass all the relevant examination papers, or whatever lesser number of papers is allowed by JAR-FCL, within the time and sitting limits specified in paragraphs (b) and (c) above will be required to re-enter the complete examination.</p> | JAR-FCL 1.490 and 2.490 | FCL/C 2000/6 | NPA-FCL 1 – 16 and 2 - 17 | |
| 7 | <p>[Withdrawn , published in JAR-FCL 1 Amdt. 3 and JAR-FCL 2 Amdt. 3]</p> <p>(a) A pass in the theoretical knowledge examinations given in accordance with JAR-FCL 1/2.490 will be accepted for the grant of the CPL(A)/CPL(H) or IR(A)/IR(H) during the 36 months from the date of gaining a Pass in all the required examination papers.</p> <p>(b) Provided that an IR(A)/IR(H) is obtained in accordance with (a) above, a pass in the ATPL(A)/ATPL(H) theoretical knowledge examination will remain valid for a period of 7 years from the last validity date of the IR(A)/IR(H) entered in the CPL(A)/CPL(H) for the issuance of an ATPL(A)/ATPL(H).</p> <p>(c) A pass in the ATPL(A) theoretical knowledge examination will remain valid for a period of 7 years from the last validity date of a type rating entered in an F/E license.</p> | JAR-FCL 1.495 and JAR-FCL 2.495 | FCL/C 2000/6 | NPA-FCL 1 - 16 and 2 - 17 | |

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| 8 | <p>[Withdrawn , published in JAR-FCL 1 Amdt. 3 , JAR-FCL 2 Amdt. 3 and JAR-FCL 4 Amdt.2]</p> <p>(b) —When issuing or revalidating/renewing a rating the Authority may extend the validity period of the rating until the end of the month. This date will remain the expiry date of the rating as long as the revalidation/renewal requirements are fulfilled.</p> <p>(b) Validity of the licence and revalidation of a rating</p> <p>(1) The validity of the licence is determined by the validity of the ratings contained therein and the medical certificate (see IEM FCL 1.025).</p> <p>(2) When issuing, revalidating or renewing a rating, the Authority may extend the validity period of the rating until the end of the month in which the validity would otherwise expire, that date remains the expiry date of the rating.</p> | <p>JAR-FCL 1.025(b), JAR-FCL 2.025(b), and JAR-FCL 4.025(b)</p> | <p>FCL/C 2001/1</p> | <p>NPA-FCL 1 - 16, 2 - 17, and 4 - 18</p> | |
| 9 | <p>[Withdrawn , published in JAR-FCL 1 Amdt. 2]</p> <p>new para 3 (b): For MPA: The applicant shall pass all sections of the skill test/proficiency check. Failure of more than five items will require the applicant to take the entire test/check again. Any applicant failing 5 or less items shall take the failed items again. Failure in any item on the retest/check including those items that have been passed at a previous attempt will require the applicant to take the entire check/test again.</p> | <p>Appendix 1 to JAR-FCL 1.240 & 1.295</p> | <p>FCL/C 2001/1</p> | <p>NPA-FCL 14.1</p> | |

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| 10 | <p>[Withdrawn, due to amendment of JAR-FCL 1.065, published in JAR-FCL 1 Amdt. 3]</p> <p>Long term exemption for Malta until 1 July 2002 that training and testing could take place in another JAA member State, based on a bilateral agreement between Malta and the other JAA member State.</p> | - | FCL/C 2001/2 and LST # 3 | - | 1 July 2002, extended to 1 July 2005 |
| 11 | Iceland can authorise an AME in Luxembourg for revalidation/renewal of medical certificates. This AME will remain under the Icelandic AMS supervision | - | FCL/C AO 2001/3 | - | |
| 12 | <p>[Withdrawn , published in JAR-FCL 1 Amdt. 3]</p> <p>JAR-FCL 1.416 and 1.417 MCCI</p> | - | FCL/C 2001/3 | NPA-FCL 1 - 16 | |
| 13 | <p>[Withdrawn , published in JAR-FCL 2 Amdt. 3]</p> <p>Helicopter Types : AS 332 C AS 332 C1 AS 332 L AS 332 L1 Have all the same licence endorsement : AS332</p> | Appendix 1 to JAR-FCL 2.220 | FCL/C 2001/4 | NPA-FCL 2 - 17 | |
| 14 | <p>[Withdrawn , published in JAR-FCL 2 Amdt. 3]</p> <p>Helicopter Types : AS332L2 AS332LP Have the licence endorsement : AS332L2/332LP</p> <p>Between AS332L2 and AS332LP differences training is required.</p> | Appendix 1 to JAR-FCL 2.220 | FCL/C 2001/4 | NPA-FCL 2 - 17 | |

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| 15 | <p>[Withdrawn , published in JAR-FCL 2 Amdt. 3]</p> <p>Helicopter Types :</p> <p>BK117 B-2 BK117 C-1 BK117 C-2 (EC145)</p> <p>Have the licence endorsement : BK117</p> <p>Between BK117 B-2, BK117 C-1 and BK117 C-2 (EC145) differences training is required.</p> | Appendix 1 to JAR-FCL 2.220 | FCL/C 2001/4 | NPA-FCL 2 - 17 | |
| 16 | <p>[Withdrawn , published in JAR-FCL 2 Amdt. 3]</p> <p>Helicopter Types :</p> <p>AS350 B 3 EC130 B 4</p> <p>Have the licence endorsement : AS350B3/EC130B4 Between AS350B3 and EC130B4 differences training is required.</p> | Appendix 1 to JAR-FCL 2.220 | FCL/C 2001/4 | NPA-FCL 2 - 17 | |
| 17 | <p>[Withdrawn , published in JAR-FCL 2 Amdt. 3]</p> <p>Helicopter Types :</p> <p>EC135 T CDS EC135 P CDS</p> | Appendix 1 to JAR-FCL 2.220 | FCL/C 2001/4 | NPA-FCL 2 - 17 | |

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| | <p>EC135 T CPDS EC135 P CPDS</p> <p>Have the licence endorsement : EC135</p> <p>Between EC135 T CDS/ EC135 P CDS and EC135 T CPDS/ EC135 P CPDS differences training is required.</p> | | | | |
| 18 | <p>[Withdrawn , published in JAR-FCL 2 Amdt. 3]</p> <p>- Paragraph 3</p> <p>3 (a) The applicant shall pass sections 1 through 5 all sections of the skill test/proficiency check. Failure in more than one section 5 items will require the applicant to take the entire test/check again. If any item in a section is failed, that section is failed. An applicant failing only one section not more than 5 items shall take the failed items again. Failure in any item of the re-test/re-check including those items that have been passed at a previous attempt will require the applicant to take the entire test/check again. All sections of the skill test/proficiency check shall be completed within 6 months.</p> | Appendix 1 to JAR-FCL 2.240 & 2.295 | FCL/C 2001/4 | NPA-FCL 2 - 17 | |
| 19 | <p>[Withdrawn , see reference # 32]</p> <p>The proposal for new ophthalmic and visual requirements Class 1 and Class 2 was accepted for NPA by FCL/C. It was agreed that the full text can be used by the Authorities as long term exemption immediately. However, the State accepting the proposal as long term exemption shall guarantee the medical examinations and assessments are performed completely in accordance with the proposal.</p> | <p>JAR-FCL 3.215 Ophthalmological requirements (Class 1)</p> <p>JAR-FCL 3.335 Ophthalmological requirements (Class 2)</p> | FCL/C 2001/4 | NPA-FCL 3 - 15 | |

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| | (Two-yearly extended examinations performed by ophthalmologists or vision care specialists for all Class 1 applicants requiring visual correction and for Class 1 applicants over age 40). | JAR-FCL 3.220 Visual requirements (Class 1) JAR-FCL 3.340 Visual requirements (Class 2) JAR-FCL 3.345 Colour perception (Class 2) Appendices 12, 13 and 14 to Subparts B & C | | | |
| 20 | <p>[Withdrawn , published in JAR-FCL 1 Amdt. 4]</p> <p>Due to the increased security measures introduced by many JAA National Aviation Authorities and the USA Federal Aviation Administration following the terrorist attacks of 11 September 2001, the following Long Term Exemption has been agreed by the JAA FCL Committee;</p> <p>The SFI(A) requirement in JAR-FCL 1.410 paragraph (a)(7) to complete at least 3 route sectors as an observer on the flight deck of an applicable type may be replaced by observing 2 LOFT based simulator sessions conducted by qualified crew. These simulator sessions will include,</p> <ul style="list-style-type: none"> - Flights between 2 different airports of at least 2 hours duration each; - Associated Preflight planning and Debriefing. <p>This exemption is granted until 31 May 2002, unless previously revoked, varied or extended by the JAA FCL Committee (or Licensing Sectorial Team)</p> <p>Once the security situation permits and this exemption expires, any SFI(A) qualifying under the exemption shall meet the requirements of JAR-FCL 1.410 paragraph (a)(7) prior to the revalidation of the SFI(A) authorisation.</p> | JAR-FCL 1.410 paragraph (a)(7) | FCL/C 2001-5 | no | 30 June 2003 , and NPA-FCL 1.19 |

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| 21 | <p>[Withdrawn , published in JAR-FCL 1 Amdt. 3]</p> <p>paragraph (1) (d) boxes (d)(2) and (e)(2) to read :</p> <p>" > 500 on multi-pilot aeroplanes, <i>or in multi-pilot operations on single-pilot aeroplanes JAR/FAR 23 commuter category in accordance with JAR-OPS 1 or equivalent national operational requirements.</i>"</p> | Appendix 1 to JAR-FCL 1.005 | LST # 1 Full | NPA-FCL 1 - 16 | |
| 22 | Exemption to JAR-FCL 1.015 paragraph (b)(2) on further validations. | JAR-FCL 1.015 | LST # 6 Full and LST # 13 Full LST # 21 Full | - | Dec 2008 |
| 23 | <p>A JAA-NAA may authorise Medical Examiners (AMEs) located in another JAA Member State, provided that :</p> <p>(1) JAR-FCL has not been implemented by the JAA-NAA where the AME is located,</p> <p>(2) following authorisation the AME shall report to and be supervised by the JAA-NAA that issued the AME authorisation,</p> <p>Appendix 1 the AME shall be restricted to carrying out standard periodic revalidation / renewal assessments, and</p> <p>(4) the JAA-NAA where the AME is located agrees with the AME authorisation</p> | JAR-FCL 3.090(a) | LST # 2 AO | - | |
| 24 | | JAR-FCL 1.005 and | LST # 2 | NPA-FCL | |

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| | <p>[Withdrawn , published in JAR-FCL 1 Amdt. 3 and JAR-FCL 2 Amdt. 3]</p> <p>New definition of Flight Time</p> <p>Flight time (aeroplane) :</p> <p>The total time from the moment an aeroplane first moves for the purpose of taking off until the moment it finally comes to rest at the end of the flight.</p> <p>Flight time (helicopter) :</p> <p>The total time from the moment a helicopter's rotor blades start turning until the moment the helicopter finally comes to rest at the end of the flight, and the rotor blades are stopped.</p> | 2.005 | Full | 1 – 16 and 2 – 17 | |
| 25 | <p>[Withdrawn , published in JAR-FCL 2 Amdt. 3]</p> <p>Appendix 1 <i>Pre-requisite conditions for training</i>: An applicant for the issue of a first type rating for a multi-pilot helicopter type shall:</p> <p>(1) have at least 400 70 hours as pilot-in-command of helicopters except that an applicant for a multi-pilot type rating graduating from a CPL(H) integrated course who has less than 70 hours as pilot-in-command of helicopters shall have the type rating issued limited the privileges to co-pilot privileges only. To remove this limitation, an applicant shall :</p> <p>(i) have completed 70 hours as pilot-in-command or PICUS of helicopters; and</p> <p>(ii) have passed the multi-pilot skill test on the applicable helicopter type as pilot-in-command in accordance with JAR-FCL 2.262(b).</p> | JAR-FCL 2.250 | LST # 2 Full | NPA-FCL 2 – 17 | |

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| | <p><i>;and</i></p> <p>(2) hold a certificate of satisfactory completion of MCC. If the MCC course is to be added to the type rating course (see JAR-FCL 2.261 and 2.262 and AMC FCL 2.261(d) and IEM FCL 2.261(d)), this requirement is not applicable; and</p> <p>Appendix 1 <i>(i) for a VFR type rating have completed the course and passed the examination in accordance with JAR-FCL 2.160 (a) and (b); or</i></p> <p><i>(ii) for a type-rating including IR(H) privileges hold a CPL(H) and IR(H) or meet the requirements of JAR-FCL 2.285 and hold an IR(H).</i></p> | | | | |
| 26 | <p>[Withdrawn , published in JAR-FCL 3 Amdt. 4]</p> <p>SUBPART B – CLASS 1 MEDICAL REQUIREMENTS</p> <p>JAR-FCL 3.140 Cardiovascular System – Coronary Artery and Ischaemic Heart Disease</p> <p>(a) Applicants with suspected cardiac ischaemia shall be investigated. Those with asymptomatic minor coronary artery disease, requiring no treatment may be considered fit by the AMS if the investigations in paragraph 5 Appendix 1 to Subpart B are completed satisfactorily.</p> <p>(b) Applicants with symptomatic coronary artery disease, or with cardiac symptoms controlled by medication, shall be assessed as unfit.</p> <p>I After an ischaemic cardiac event (defined as a myocardial infarction, angina, significant arrhythmia or heart failure due to ischaemia, or any type of cardiac revascularisation) initial Class 1 certification is not possible. Renewal or</p> | JAR-FCL 3.140 | LST # 2 Full | NPA-FCL 3 – 21 | |

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| | revalidation may be considered by the AMS if the investigations in paragraph 6 Appendix 1 to Subpart B are completed satisfactorily. | | | | |
| 27 | <p>[Withdrawn , published in JAR-FCL 3 Amdt. 4]</p> <p>SUBPART C – CLASS 2 MEDICAL STANDARDS JAR-FCL 3.260 Cardiovascular System – Coronary Artery and Ischaemic Heart Disease</p> <p>(a) Applicants with suspected cardiac ischaemia shall be investigated. Those with asymptomatic, minor, coronary artery disease, requiring no treatment, may be considered fit by the AMS if the investigations in paragraph 5 Appendix 1 to Subpart C are completed satisfactorily.</p> <p>(b) Applicants with symptomatic coronary artery disease, or with cardiac symptoms controlled by medication, shall be assessed as unfit.</p> <p>I After an ischaemic cardiac event (defined as a myocardial infarction, angina, significant arrhythmia or heart failure due to ischaemia, or any type of cardiac revascularisation) Class 2 certification may be considered by the AMS if the investigations in paragraph 6 Appendix 1 to Subpart C are completed satisfactorily.</p> | JAR-FCL 3.260 | LST # 2 Full | NPA-FCL 3 – 21 | |
| 28 | <p>[Withdrawn , published in JAR-FCL 3 Amdt. 4]</p> <p>Appendix 1 to Subparts B & C – Cardiovascular System</p> <p>5 In suspected asymptomatic coronary artery disease, exercise electrocardiography shall be required, followed, if necessary, by further tests (myocardial perfusion scanning, coronary angiography or other equivalent investigations acceptable to the AMS) which shall show no evidence of myocardial ischaemia or significant coronary artery stenosis.</p> <p>6 After an ischaemic cardiac event, including revascularisation, applicants without symptoms shall have reduced any vascular risk factors to an appropriate level.</p> | JAR-FCL 3 | LST # 2 | NPA-FCL 3 – 21 | |

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| | <p>Drugs when used only to control cardiac symptoms are not acceptable. All applicants should be on acceptable secondary prevention treatment.</p> <p><u>A coronary angiogram</u> obtained around the time of, or during, the ischaemic cardiac event shall be available. A complete and detailed clinical report of the ischaemic event, the angiogram and any operative procedures shall be available to the AMS.</p> <p>There shall be no stenosis more than 50% in any major untreated vessel, in any vein or artery graft or at the site of an angioplasty/stent, except in a vessel leading to an infarct. More than two stenoses between 30% and 50% within the vascular tree should not be acceptable.</p> <p>The whole coronary vascular tree shall be assessed as satisfactory by a cardiologist acceptable to the AMS, and particular attention should be paid to multiple stenoses and/or multiple revascularisations.</p> <p>An untreated stenosis greater than 30% in the left main or proximal left anterior descending coronary artery should not be acceptable.</p> <p><u>At least 6 months</u> from the ischaemic cardiac event, including revascularisation, the following investigations shall be completed:</p> <p>(a) An exercise ECG (symptom limited to Bruce stage 4 or equivalent) showing no evidence of myocardial ischaemia nor significant rhythm disturbance.</p> <p>(b) An echocardiogram (or equivalent test acceptable to the AMS) showing satisfactory left ventricular function with no important abnormality of wall motion (such as dyskinesia or akinesia) and a left ventricular ejection fraction of 50% or more.</p> <p>I In cases of angioplasty/stenting, a myocardial perfusion scan (or equivalent test acceptable to the AMS) which shall show no evidence of reversible myocardial ischaemia. If there is any doubt about myocardial perfusion in other cases (infarction or bypass grafting) a perfusion scan will also be required.</p> | | | | |

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| | <p>Appendix 1 Further investigations, such as a 24 hour ECG, may be necessary to assess the risk of any significant rhythm disturbance.</p> <p><u>Follow-up</u> shall be yearly (or more frequently if necessary) to ensure that there is no deterioration of cardiovascular status. It shall include a review by a specialist acceptable to the AMS, exercise ECG and cardiovascular risk assessment. Additional investigations may be required by the AMS.</p> <p>After coronary artery vein bypass grafting, a myocardial perfusion scan (or equivalent test acceptable to the AMS) shall be performed if there is any indication, and in all cases within five years from the procedure.</p> <p>In all cases coronary angiography, or an equivalent test acceptable to the AMS, shall be considered at any time if symptoms, signs or non-invasive tests indicate cardiac ischaemia.</p> <p><u>AMS assessment:</u> Successful completion of the six month review will allow Class 1 applicants to fly multi-pilot (OML). Class 2 applicants may fly unrestricted, but the AMS may require a period of flying with a safety pilot before solo flying is authorised. Class 2 applicants (for renewal/revalidation) can fly, at the discretion of the AMS, with a safety pilot limitation (OSL) having completed at least an exercise ECG to the standards in 6 (a) above.</p> | | | | |
| 29 | <p>[Withdrawn , published in JAR-FCL 1 Amdt. 3 and JAR-FCL 2 Amdt. 3]</p> <p>(b) In circumstances acceptable to the Authority of the State of licence issue, and where the requirements of paragraph (a) above are not completed under the authority of one JAA Member State, an agreement may be made with another JAA National Authority for the applicant for a licence to complete the required training and testing under the authority of that other State. Any such agreement shall allow for the theoretical knowledge training and examinations, medical examination and assessment and flight training and testing conducted in the other JAA Member State in accordance with JAR-FCL to be accepted by the State</p> | JAR-FCL 1.065 and 2.065 | LST # 2 Full | NPA-FCL 1 – 16 and 2 – 17 | |

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| | <p>of licence issue.</p> <p>(a) An applicant shall demonstrate the satisfactory completion of all requirements for licence issue to the Authority of the State under whose authority [the initial medical examination and assessment and] the training and testing for the licence were carried out. Following licence issue, this State shall thereafter be referred to as the 'State of licence issue' (see JAR-FCL 1.010(c)).</p> <p>Appendix 1 <i>In circumstances agreed by both Authorities, an applicant who has commenced training under the responsibility of one Authority may be permitted to complete the requirements under the responsibility of the other Authority.</i></p> <p><i>The agreement shall allow for :</i></p> <p><i>(1) theoretical knowledge training and examinations;</i> <i>(2) medical examination and assessment;</i> <i>(3) flight training and testing,</i></p> <p><i>The Authorities shall agree the 'State of licence issue'.</i></p> | | | | |
| 30 | <p>Amendment to paragraph(a) :</p> <p>Before being permitted to begin an approved course of training for a FI(A) rating an applicant shall have:</p> <p>Appendix 1 at least a CPL(A) or completed at least 200 hours of flight time of which at least 150 hours shall be as pilot-in-command if holding a PPL(A);</p> | JAR-FCL 1.335 | LST # 3 Full | NPA-FCL 1 – 19 | |
| 31 | <p>Amendment to paragraph 5</p> <p>Appendix 1 Subject to any other conditions in JAR-FCL, an applicant shall be deemed to have successfully completed the theoretical knowledge</p> | Appendix 1 to JAR-FCL 1.130 & 1.135 and Appendix 1 to JAR-FCL 2.130 & | LST # 3 Full | NPA-FCL 1 – 19 and 2 – 20 | |

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| | examinations for the PPL(A)/(H) when awarded a pass in all parts <i>within a period of 18 months.</i> | 2.135 | | | |
| 32 | [Withdrawn , published in JAR-FCL 3 Amdt. 3] Complete NPA-FCL 3 – 15 (Medical) | JAR-FCL 3 | LST # 4 Full | NPA-FCL 3 – 15 | |
| 33 | [Withdrawn , published in JAR-FCL 1 Amdt. 4] - JAR-FCL 1.120 Experience and crediting An applicant for a PPL(A) shall have completed at least 45 hours flight time as a pilot of aeroplanes; a total of 5 hours of this 45 hours may have been completed in a <i>BITD (see Appendix 1 to JAR-FCL 1.125)</i> , a FNPT or a flight simulator. Holders of pilot licences or equivalent privileges for helicopters, microlight helicopters, gyroplanes and microlights having fixed wings and moveable aerodynamic control surfaces acting in all three dimensions, gliders, self-sustaining gliders or self-launching gliders may be credited with 10% of their total flight time as pilot-in-command in such aircraft up to a maximum of 10 hours towards a PPL(A). Appendix 1 Appendix 1 to JAR-FCL 1.125 PPL(A) training course – Summary <i>New paragraph 4, others to be renumbered !</i> <i>BASIC INSTRUMENT TRAINING DEVICES (BITD)</i> <i>4. A BITD may be used for flight training for :</i> - <i>flight by reference solely to instruments;</i> - <i>navigation using radio navigation aids (see exercises paragraph 3 above); and</i> - <i>basic instrument flight (see AMC FCL 1.125, exercises 18C and 19)</i> | JAR-FCL 1.120, Appendix 1 to JAR-FCL 1.125 and AMC FCL 1.160 & 1.165(a)(4) | LST # 5 Full | NPA-FCL 1 – 19 | |

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| | <p><i>The use of the BITD is subjected to the following :</i></p> <ul style="list-style-type: none"> - <i>the training shall be complemented by exercises on an aeroplane;</i> - <i>the record of the parameters of the flight must be available; and</i> - <i>A FI(A) shall conduct the instruction.</i> <p>Appendix 1 AMC FCL 1.160 & 1.165(a)(4) CPL(A) modular course</p> <p>Instrument flight training</p> <p>[All exercises may be performed in a FNPT I or II or a flight simulator. If instrument flight training is in VMC, a suitable means of simulating IMC for the student should be used.]</p> <p><i>A BITD may be used for the following exercises 9, 10, 11, 12, 14 and 16.</i></p> <p><i>The use of the BITD is subject to the following:</i></p> <ul style="list-style-type: none"> - <i>the training shall be complemented by exercises on an aeroplane;</i> - <i>the record of the parameters of the flight must be available; and</i> - <i>A FI(A) shall conduct the instruction.</i> | | | | |
| 34 | <p>[Withdrawn , published in JAR-FCL 1 Amdt. 4]</p> <ul style="list-style-type: none"> - Appendix 1 to JAR-FCL 1.160 & 1.165(a)(1) – ATP(A) integrated course, paragraph 13(e)(i): <ul style="list-style-type: none"> (e) 115 hours of instrument time comprising: <ul style="list-style-type: none"> (i) 50 hours of instrument flight instruction of which up to 25 hours may be instrument ground time in a FNPT I, or 40 hours if at the instrument ground training is conducted in an FNPT II or flight simulator. | <p>Appendix 1 to JAR-FCL 1.160 & 1.165(a)(1), Appendix 1 to JAR-FCL 1.160 & 1.165(a)(2) and Appendix 1 to JAR-FCL 1.205.</p> | LST # 5 Full | NPA-FCL 1 – 19 | |

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| | <p><i>With the agreement of the approving Authority not more than 10 hours of FNPT II or flight simulator instrument ground time may be conducted in a FNPT I.</i></p> <p>- Appendix 1 to JAR-FCL 1.160 & 1.165(a)(2) – CPL(A)/IR integrated course, paragraph 12(e)(i) :</p> <p>(e) 100 hours of instrument time comprising:</p> <p>(i) 50 hours of instrument flight instruction of which up to 25 hours may be instrument ground time in a FNPT I or 40 hours if at the instrument ground training is conducted in an FNPT II or flight simulator.</p> <p><i>With the agreement of the approving Authority not more than 10 hours of FNPT II or flight simulator instrument ground time may be conducted in a FNPT I.</i></p> <p>- Appendix 1 to JAR-FCL 1.205, paragraphs 9 and 10 :</p> <p>FLYING TRAINING</p> <p>9 A single-engine IR(A) course shall comprise at least 50 hours instrument time under instruction of which up to 20 hours may be instrument ground time in a FNPT I, or up to 35 hours in a flight simulator or FNPT II, if agreed by the Authority. <i>With the agreement of the approving Authority not more than 10 hours of FNPT II or flight simulator instrument ground time may be conducted in a FNPT I.</i></p> <p>10 A multi-engine IR(A) course shall comprise at least 55 hours instrument time under instruction of which up to 25 hours may be instrument ground time in a FNPT I, or up to 40 hours in a flight simulator or FNPT II, if agreed by the Authority. <i>With the agreement of the approving Authority not more than 10 hours of FNPT II or flight simulator instrument ground time may be conducted in a FNPT I.</i> The remaining instrument flight instruction shall include at least 15 hours in multi-engine aeroplanes.</p> | | | | |
| 35 | [Withdrawn , published in JAR-FCL 1 Amdt. 4] | Appendix 1 to JAR-FCL | LST # 5 | NPA-FCL | |

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| | <p>Appendix 1 Appendix 1 to JAR-FCL 1.130 & 1.135</p> <p>[See Annex I to this list]</p> | 1.130 & 1.135 | Full | 1 – 19 | |
| 36 | <p>[Withdrawn , published in JAR-FCL 1 Amdt. 4]</p> <p>- Appendix 1 to JAR-FCL 1.240 & 1.295, paragraph 10:</p> <p>10 An applicant for the initial issue of a multi-pilot aeroplane type rating or ATPL(A) shall be required to operate as 'pilot flying' (PF) during all sections of the test/check, except item 2.6 and abnormal and emergency procedures items 3.4.0 to 3.4.14 and items 3.6.0 to 3.6.9 which may be conducted as PF or PNF in accordance with Multi-Crew Co-operation (in accordance with Appendix 2 to 1.240 & 1.295). The applicant for the initial issue of a multi-pilot aeroplane type rating or ATPL(A) shall also demonstrate the ability to act as 'pilot not flying' (PNF). The applicant may choose either the left hand or the right hand seat for the test/check.</p> | Appendix 1 to JAR-FCL 1.240 & 1.295 | LST # 5 Full | NPA-FCL 1 – 19 | |
| 37 | <p>[Withdrawn , published in JAR-FCL 1 Amdt. 4]</p> <p>JAR-FCL 1.245</p> <p>Type and class ratings – Validity, revalidation and renewal</p> <p>Appendix 1 <i>Single-pilot single-engine class ratings – Validity and Revalidation</i>. Single-pilot single-engine class ratings are valid for two years from the date of issue, or the date of expiry if revalidated within the validity period.</p> <p>(1) <i>All single-engine piston aeroplane class ratings (land) and all touring motor glider's ratings - Revalidation</i>. For revalidation of single-pilot single-engine</p> | JAR-FCL 1.245 | LST # 6 | NPA-FCL 1 – 19 | |

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| | <p>piston aeroplane (land) class ratings and/or touring motor glider class ratings the applicant shall:</p> <ul style="list-style-type: none"> (i) within the three months preceding the expiry date of the rating, pass a proficiency check in accordance with Appendices 1 and 3 to JAR-FCL 1.240 or Appendices 1 and 2 to JAR-FCL 1.210 with an authorised examiner in the relevant class; or (ii) within 12 months preceding the expiry of the rating complete 12 hours flight time in <i>a single engine piston aeroplane</i> the relevant class including : <ul style="list-style-type: none"> (A) 6 hours of pilot-in-command time; (B) 12 take-offs and 12 landings; and (C) a training flight of at least one hour's duration with a FI(A) or CRI(A). This flight may be replaced by any other proficiency check or skill test. | | | | |
| 38 | <p>[Withdrawn , published in JAR-FCL 1 Amdt. 4]</p> <p>Appendix 1a to JAR-FCL 1.055 Flying Training Organisations for pilot licences and ratings</p> <p>11 The FTO shall satisfy the Authority that an adequate number of qualified, competent staff are employed. For integrated courses, three persons on the staff shall be employed full time in the following positions:</p> <p>Head of Training (HT)</p> | Appendix 1a to JAR-FCL 1.055 paragraph 11. | LST # 7 | NPA-FCL 1.19 and NPA-FCL 2.20 | |

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| | <p>Chief Flying Instructor (CFI) Chief Ground Instructor (CGI)</p> <p>For modular training courses, these positions may be combined and filled by one or two persons, full time or part time, depending upon the scope of training offered. At least one person on the staff must be full time. At FTOs conducting theoretical knowledge instruction only, the positions of HT and CGI may be combined. The nominated person shall have a sound managerial capability, hold or have held a professional pilot licence related to the course to be conducted with ratings as appropriate and shall meet the requirements set out in paragraph 19 below.</p> | | | | |
| 39 | <p>[Withdrawn , published in JAR-FCL 1 Amdt. 4]</p> <p><i>New paragraph JAR-FCL 1.245 (g):</i></p> <p><i>(g) Compliance with JAR-OPS</i></p> <p><i>The revalidation requirements of JAR-FCL 1.245 (b) will be met when an applicant operating under JAR-OPS 1 fulfils the Operator Proficiency Check requirements contained in JAR-OPS 1.965, and if the operator demonstrates to the satisfaction of the Authority that the mandatory items from Appendix 2 to JAR-FCL 1.240 & 1.295 or Appendix 3 to JAR-FCL 1.240 are fulfilled during the 12 months prior to the revalidation in accordance with JAR-OPS 1.965(a)(2). For this purpose the Operator Proficiency Check shall be performed in the three months immediately preceding the expiry date of the rating.</i></p> | JAR-FCL 1.245 | LST # 8 | NPA-FCL 1.19 | |
| 40 | <p>[Withdrawn , published in JAR-FCL 1 Amdt. 4]</p> <p>Appendix 1 to JAR-FCL 1.240 & 1.295 Skill test and proficiency check for aeroplane type/class ratings and ATPL (See JAR-FCL 1.240 through 1.262 and 1.295) (See Appendix 1 to JAR-FCL 1.261(a))</p> | Appendix 1 to JAR-FCL 1.240 & 1.295 | LST # 8 | NPA-FCL 1.19 | |

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| | <p>(See AMC FCL 1.261(a)) (See IEM FCL 1.240(1) and (2))</p> <p>1 The applicant shall have completed the required instruction in accordance with the syllabus (see also Appendix 1 to JAR–FCL 1.261(a) and Appendices 2 & 3 to JAR–FCL 1.240). When recommended by a Joint Operational Evaluation Board (JOEB) and agreed by the Authority, the syllabus may be reduced to give credit for previous experience on similar aircraft types. The administrative arrangements for confirming the applicant’s suitability to take the test, including disclosure of the applicant’s training record to the examiner, shall be determined by the Authority.</p> <p>2 Items to be covered in skill tests/proficiency checks are given in the applicable Appendix 2 & 3 to JAR–FCL 1.240. When recommended by a JOEB and agreed by the Authority, credit may be given for skill test items common to other types or variants where the pilot is experienced on that other type. These credits shall not apply during a skill test for the ATPL. With the approval of the Authority, several different skill test/proficiency check scenarios may be developed containing simulated line operations. The examiner will select one of these scenarios. Flight simulators, if available and other training devices as approved shall be used.</p> | | | | |
| 41 | <p>[Withdrawn , published in JAR-FCL 3 Amdt. 4]</p> <p>JAR-FCL 3, Appendix 1 to Sub-Parts B and C, para 10 (b)(5):</p> <p>Appendix 1 Mitral leaflet prolapse/mitral regurgitation. Asymptomatic applicants with isolated mid-systolic click may need no restriction. Applicants with uncomplicated minor regurgitation shall may need to be restricted to multi-pilot operations as determined by the AMS. Applicants with evidence of volume overloading of the left ventricle demonstrated by increased left ventricular end-diastolic diameter shall be assessed as unfit. Annual Periodic review by a cardiologist acceptable to the</p> | JAR-FCL 3, Appendix 1 to Sub-Parts B and C, para 10 (b)(5): | LST # 8 and amended by LST # 9 | NPA-FCL 3.21 | |

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| | AMS and assessment as determined by the AMS is required. | | | | |
| 42 | Appendix 1 <i>Authorisation</i> . An AME will be authorised for a period not exceeding three years. Authorisation to perform medical examinations may be for Class 1 or Class 2 or both at the discretion of the Authority. To maintain proficiency and retain authorisation an AME should complete at least ten aeromedical examinations each year. For re-authorisation the AME shall have completed an adequate number of aeromedical examinations to the satisfaction of the AMS and shall also have undertaken relevant training during the period of authorisation (see AMC FCL 3.090). Authorisation is invalid after the AME reaches 70 years of age. | JAR-FCL 3.090 (e) | LST # 9 | | |
| 43 | <p>[Withdrawn , published in JAR-FCL 3 Amdt. 4]</p> <p>JAR-FCL 3.145 Cardiovascular system – Rhythm/conduction disturbances</p> <p>(a) Applicants with significant disturbance of supraventricular rhythm, including sinoatrial dysfunction, whether intermittent or established, shall be assessed as unfit. A fit assessment may be considered by the AMS in compliance with paragraph 8 Appendix 1 to Subpart B.</p> <p>(b) Applicants with asymptomatic sinus bradycardia or sinus tachycardia may be assessed as fit in the absence of underlying abnormality.</p> <p>I Applicants with asymptomatic isolated uniform atrial or supra-ventricular or ventricular ectopic complexes need not be assessed as unfit. Frequent or complex forms require full cardiological evaluation in compliance with paragraph 8 Appendix 1 to Subpart B.</p> <p>(d) In the absence of any other abnormality, applicants with incomplete</p> | JAR-FCL 3.145 | LST # 9 | NPA-FCL 3.21 | |

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| | <p>bundle branch block or stable left axis deviation may be assessed as fit.</p> <p>(e) Applicants with complete right or left bundle branch block require cardiological evaluation on first presentation and subsequently in compliance with appropriate items in paragraph 8 Appendix 1 to Subpart B.</p> <p>(f) Applicants with complete left bundle branch block shall be assessed as unfit. A fit assessment may be considered by the AMS in compliance with paragraph 8 Appendix 1 to Subpart B.</p> <p>(g) Applicants with first degree and Mobitz type 1 A-V block may be assessed as fit in the absence of underlying abnormality. Applicants with Mobitz type 2 or complete A-V block shall be assessed as unfit. A fit assessment may be considered by the AMS in compliance with paragraph 8 Appendix 1 to Subpart B.</p> <p>(f) (h) Applicants with broad and/or narrow complex tachycardias shall be assessed as unfit. A fit assessment may be considered by the AMS subject to compliance with paragraph 8 Appendix 1 to Subpart B.</p> <p>(i) Applicants with ventricular pre-excitation shall be assessed as unfit. A fit assessment may be considered by the AMS subject to compliance with paragraph 8 Appendix 1 to Subpart B.</p> <p>(g) (j) Applicants with an endocardial pacemaker shall be assessed as unfit. A fit assessment may be considered by the AMS subject to compliance with paragraph 8 Appendix 1 to Subpart B.</p> <p>(k) Applicants who have received ablation therapy shall be assessed as unfit. A fit assessment may be considered by the AMS in compliance with paragraph 8 Appendix 1 to Subpart B.</p> | | | | |
| 44 | <p>[Withdrawn , published in JAR-FCL 3 Amdt. 4]</p> <p>JAR-FCL 3.265 Cardiovascular system – Rhythm/conduction disturbances</p> | JAR-FCL 3.265 | LST # 9 | NPA-FCL 3.21 | |

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| | <p>(a) Applicants with significant disturbance of supraventricular rhythm, including sinoatrial dysfunction, whether intermittent or established, shall be assessed as unfit. A fit assessment may be considered by the AMS in compliance with paragraph 8 Appendix 1 to Subpart C.</p> <p>(b) Applicants with asymptomatic sinus bradycardia or sinus tachycardia may be assessed as fit in the absence of underlying abnormality.</p> <p>I Applicants with asymptomatic isolated uniform atrial or supra-ventricular or ventricular ectopic complexes need not be assessed as unfit. Frequent or complex forms require full cardiological evaluation in compliance with paragraph 8 Appendix 1 to Subpart C.</p> <p>(d) In the absence of any other abnormality, applicants with incomplete bundle branch block or stable left axis deviation may be assessed as fit.</p> <p>(e) Applicants with complete right or left bundle branch block require cardiological evaluation on first presentation and subsequently in compliance with appropriate items in paragraph 8 Appendix 1 to Subpart C.</p> <p>(f) Applicants with complete left bundle branch block shall be assessed as unfit. A fit assessment may be considered by the AMS in compliance with paragraph 8 Appendix 1 to Subpart C.</p> <p>(g) Applicants with first degree and Mobitz type 1 A-V block may be assessed as fit in the absence of underlying abnormality. Applicants with Mobitz type 2 or complete A-V block shall be assessed as unfit. A fit assessment may be considered by the AMS in compliance with paragraph 8 Appendix 1 to Subpart C.</p> <p>(f) (h) Applicants with broad and/or narrow complex tachycardias shall be assessed as unfit. A fit assessment may be considered by the AMS subject to compliance with paragraph 8 Appendix 1 to Subpart C.</p> <p>(i) Applicants with ventricular pre-excitation shall be assessed as unfit. A fit assessment may be considered by the AMS subject to compliance with paragraph 8 Appendix 1 to Subpart C.</p> <p>(g) (j) Applicants with an endocardial pacemaker shall be assessed</p> | | | | |

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| | <p>as unfit. A fit assessment may be considered by the AMS subject to compliance with paragraph 8 Appendix 1 to Subpart C.</p> <p><i>(k) Applicants who have received ablation therapy shall be assessed as unfit. A fit assessment may be considered by the AMS in compliance with paragraph 8 Appendix 1 to Subpart C.</i></p> | | | | |
| 45 | <p>[Withdrawn , published in JAR-FCL 3 Amdt. 4]</p> <p>Appendix 1 to Subparts B & C Cardiovascular System</p> <p>8 (a) Any significant disorder of rhythm or conduction disturbance requires evaluation by a cardiologist acceptable to the AMS and appropriate follow-up in the case of a fit assessment.</p> <p>(a) Such evaluation shall include:</p> <p>(1) a resting and exercise ECG to Bruce Stage IV, or equivalent, which a cardiologist acceptable to the AMS interprets as showing no significant myocardial ischaemia. Myocardial scintigraphy/stress echocardiography may be required if the ECG is abnormal at rest;</p> <p>(1) Exercise ECG to the Bruce protocol or equivalent. The test should be to maximum effort or symptom limited. Bruce stage 4 shall be achieved and no significant abnormality of rhythm or conduction, nor evidence of myocardial ischaemia shall be demonstrated. Withdrawal of cardioactive medication prior to the test should be considered.</p> <p>(2) a 24-hour ambulatory ECG showing no which shall demonstrate no significant rhythm or conduction disturbance; nor complex, nor sustained rhythm disturbance, nor evidence of myocardial ischaemia. (See guidance material for limits of tolerance);</p> <p>(3) a 2D Doppler echocardiogram echocardiography which shall</p> | Appendix 1 to Subparts B & C Cardiovascular System | LST # 9 | NPA-FCL 3.21 | |

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| | <p>showing no significant selective chamber enlargement, nor or significant structural, nor or functional abnormality, and a left ventricular ejection fraction of at least 50%. Of the heart valves nor the myocardium and may include</p> <p>(4) a coronary angiogram which shall show no significant coronary artery disease as defined in paragraphs 5, 6 and 7 of Appendix 1 to Subparts B & C;</p> <p>(b) Further evaluation may include:</p> <p>(1) Repeat 24-hour ECG recording;</p> <p>(5) (2) electrophysiological study; investigation which a cardiologist acceptable to the AMS shall interpret as failing to demonstrate features which might predispose the applicant to incapacitation.</p> <p>(3) myocardial perfusion scanning, or equivalent test;</p> <p>(4) cardiac MRI or equivalent test;</p> <p>(5) coronary angiogram or equivalent test (see Appendix 1 paragraph 6).</p> <p>(b) In cases as described in JAR FCL 3.145 and 3.265(a), (e), (f) and (g) any fit assessment by the AMS shall be restricted to multi-pilot operation (Class 1 'OML') or safety pilot limitation (Class 2 'OSL'), noting that:</p> <p>(1) one atrial or junctional ectopic complex per minute on a resting ECG may require no further evaluation; and</p> <p>(2) one ventricular ectopic complex per minute on a resting ECG may require no further evaluation.</p> <p>(3) after one year following the first appearance of complete right bundle branch block or three years for left bundle branch block the OML/OSL limitation may be lifted provided repeat evaluation in accordance with 8(a) (1-3) above reveals no change.</p> | | | | |

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| | <p>© AMS Assessment Class 1</p> <p>(1) Atrial fibrillation/flutter</p> <p>(i) Initial Class 1 certification shall be limited to applicants with a single episode of arrhythmia which is considered by the AMS to be unlikely to recur.</p> <p>(ii) Revalidation/renewal Class 1 shall be determined by the AMS.</p> <p>(2) Complete right bundle branch block</p> <p>(i) Initial Class 1 certification may be considered by the AMS if the applicant is under age 40 years. If over age 40 years, initial Class 1 applicants should demonstrate a period of stability, normally 12 months.</p> <p>(ii) Unrestricted Class 1 revalidation/renewal may be considered after a 12 month period with an OML applied.</p> <p>(3) Complete left bundle branch block</p> <p>Investigation of the coronary arteries is necessary in applicants over age 40.</p> <p>(i) Initial Class 1 applicants should demonstrate a 3 year period of stability.</p> <p>(ii) Unrestricted Class 1 revalidation/renewal may be considered after a 3 year period with an OML applied.</p> <p>(4) Ventricular pre-excitation</p> <p>(i) Asymptomatic Class 1 applicants with pre-excitation may be considered by the AMS for revalidation/renewal with</p> | | | | |

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| | <p>OML.</p> <p><i>(ii) Asymptomatic initial Class 1 applicants with pre-excitation may be considered by the AMS if an electrophysiological study, including adequate drug-induced autonomic stimulation reveals no inducible re-entry tachycardia and the existence of multiple pathways is excluded. Appropriate follow-up, as determined by the AMS, is required.</i></p> <p>(5) Pacemaker</p> <p>© Following permanent implantation of a subendocardial pacemaker a fit assessment which shall be no sooner than may be considered by the AMS three months after insertion provided shall require:</p> <ol style="list-style-type: none"> (1) there is no other disqualifying disorder condition; (2) a bipolar lead system has been used; (3) that the applicant is not pacemaker dependent; (4) a symptom limited 12 lead exercise ECG to Bruce Stage IV, or equivalent, reviewed by a cardiologist acceptable to the AMS, shows no abnormality inappropriate to the indication for which the pacemaker was inserted. Myocardial scintigraphy/stress echocardiography may be required. (5) a 2D Doppler echocardiogram shows no significant selective chamber enlargement, nor structural, nor functional abnormality of any heart valve or of the myocardium; (6) a Holter recording shall demonstrate no symptomatic or asymptomatic paroxysmal tachyarrhythmia; (7) a six monthly follow up by a cardiologist acceptable to the AMS with a pacemaker check and Holter monitoring is completed; <p>(4) regular follow-up including a pacemaker check; and</p> <p>(8) (5) recertification Revalidation/renewal is restricted to multi-crew operation (Class 1 'OML'). Class 2 certification without</p> | | | | |

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| | <p>restriction may be applicable according to AMS assessment.</p> <p>(6) Ablation</p> <p><i>Class 1 applicants having undergone successful catheter ablation shall be restricted to OML operations for at least one year, unless an electrophysiological study, undertaken at a minimum of two months after the ablation, demonstrates satisfactory results.</i></p> <p>(d) AMS assessment Class 2</p> <p><i>The AMS assessment Class 2 should follow the Class 1 assessment procedures. An OSL or OPL restriction may be considered.</i></p> | | | | |
| 46 | <p>[Withdrawn , published in JAR-FCL 1 Amdt. 4]</p> <p>(c) <i>(1) The skill test for the instrument rating is to be taken in any JAA Member State at the discretion of the Authority that approves the training. A FTO providing approved training for the instrument rating outside JAA Member States will need to make arrangements for the approved course to include acclimatisation flying in the JAA Member State of the approving Authority or in the airspace of any JAA Member State at the discretion of the approving Authority prior to any student taking the instrument rating skill test.</i></p> <p><i>(2) If the skill test for the instrument rating is taken outside JAA Member States by Examiners of the approving Authority, the FTO shall make arrangements for the approved course to include acclimatisation flying in the airspace of a JAA Member State. The acclimatisation flying shall consist of at least 10 hrs multi-engine aircraft flying which shall not be part of the requirements according Appendix 1 to JAR-FCL 1.160 & 1.165(a)(1). The licence shall be issued after the completion of the entire training programme, including the acclimatisation flying.</i></p> | Appendix 1b to JAR-FCL 1.055 | LST #10 | NPA-FCL 1.19 | |

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| 47 | <p>» New paragraph JAR-FCL 2.245(b)(4) and renumber actual (b)(4) into (b)(5)</p> <p>JAR-FCL 2.245 Type ratings – Validity, revalidation and renewal (See Appendices 1 and 3 to JAR-FCL 2.240)</p> <p><i>(b)(4) for single engine turbine helicopters of a maximum gross weight of 3175 kg, at least the proficiency check in accordance with JAR-FCL 2.245 (b)(1) on one of the applicable types held provided that the applicant has :</i></p> <p><i>(i) completed 300 hours as pilot-in-command of helicopter; and</i></p> <p><i>(ii) completed 15 hours as pilot on the type(s) to which that revalidation proficiency check shall carry across, and</i></p> <p><i>(iii) at least 2 hours pilot-in-command flight time on the other type(s) during the validity period to which that revalidation proficiency check shall carry across.</i></p> <p><i>(iv) performed consecutive revalidations on different types.</i></p> | JAR-FCL 2.245 | LST # 11 | NPA-FCL 2-20 | |
| 48 | <p>» Amendment of text in (a):</p> <p>JAR-FCL 2.325 FI(H) – Restricted privileges</p> <p><i>(a) Restricted period.</i> Until the holder of a FI(H) rating has completed at least 100 hours flight instruction and, in addition, has supervised at least 25 student solo flights <i>air exercises</i>, the privileges of the rating are restricted. The restrictions will be removed from the rating when the above requirements have been met and on the recommendation of the supervising FI(H).</p> | JAR-FCL 2.325(a) | LST # 12 | NPA-FCL 25 | |

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| 49 | <p>JAR-FCL 2.335 FI(H)–Pre-requisite requirements (See Appendix 3 to JAR-FCL 2.240) (See Appendix 1 to JAR-FCL 2.470)</p> <p>Before being permitted to begin an approved course of training for a FI(H) rating an applicant shall have:</p> <p>(a) completed at least 300 250 hours of flight time of which at least 100 hours shall be as pilot-in-command if holding a ATPL(H) or CPL(H) or 200 hours as pilot-in-command if holding a PPL(H);</p> | JAR-FCL 2.335 | LST # 12 | NPA-FCL 25 | |
| 50 | <p>Appendix 1 to JAR-FCL 2.261(b)</p> <p>See Annex II for the text !</p> | Appendix 1 to JAR-FCL 2.261(b) | LST # 12 | NPA-FCL 25 | |

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| 51 | <p>Appendix 13 to Subparts B and C: Visual requirements</p> <p>4 (a) Monocularly entails unfitness for a Class 1 certificate. The AMS may consider recertification for a Class 2 certificate if the underlying pathology is acceptable according to ophthalmic specialist assessment and subject to a satisfactory flight test. Monocularly</p> <p>(1) Monocularly entails unfitness for a Class 1 certificate.</p> <p>(2) In the case of an initial Class 2 applicant who is functionally monocular, the AMS may consider certification if,</p> <p>(a) the monocularly occurred after the age of 5 years</p> <p>(b) at the time of initial examination, the better eye achieves the following:</p> <p>(i) Distant visual acuity (uncorrected) of at least 6/6</p> <p>(ii) No refractive error</p> <p>(iii) No history of refractive surgery</p> <p>(iv) No significant pathology,</p> <p>(c) a flight test with a suitably qualified pilot acceptable to the Authority, who is familiar with the potential difficulties associated with monocularly must be satisfactory.</p> <p>(d) Operational limitations as specified by the Authority, may apply.</p> | JAR-FCL 3 – Visual Requirements | LST # 12 | JAR-FCL 3 Technical Inventory | |

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| | <p>(3) The AMS may consider recertification for a Class 2 certificate if the underlying pathology is acceptable according to ophthalmic specialist assessment and subject to a satisfactory flight test with a suitably qualified pilot acceptable to the Authority, who is familiar with the potential difficulties associated with monocularly.</p> <p>Operational limitations as specified by the Authority, may apply.</p> | | | | |
| 52 | <p>JAR-FCL 1.040 Decrease in medical fitness JAR-FCL 3.040 Decrease in medical fitness</p> <p>(a) <i>Holders of medical certificates</i> shall not exercise the privileges of their licences, related ratings or authorisations at any time when they are aware of any decrease in their medical fitness which might render them unable to safely exercise those privileges.</p> <p>(b) Holders of medical certificates shall not take any prescription or non-prescription medication or drug, or undergo any other treatment, unless they are completely sure that the medication, drug or treatment will not have any adverse effect on their ability to perform safely their duties. If there is any doubt, advice shall be sought from the AMS, an AMC, or an AME. Further advice is given in IEM FCL 3.040.</p> <p>(c) Holders of medical certificates shall, without undue delay, seek the advice of the AMS, an AMC or an AME when becoming aware of:</p> <ul style="list-style-type: none"> (1) hospital or clinic admission for more than 12 hours; or (2) surgical operation or invasive procedure; or (3) the regular use of medication; or (4) the need for regular use of correcting lenses. <p>(d) Holders of medical certificates who are aware of:</p> <ul style="list-style-type: none"> (1) any significant personal injury involving incapacity to function as a member of a flight crew; or (2) any illness involving incapacity to function as a member of a flight crew throughout a period of 21 days or more; or (3) being pregnant, shall inform the Authority AMS or the AME, who shall subsequently inform the AMS, in writing of such injury or pregnancy, and | JAR-FCL 1.040 and JAR-FCL 3.040 | LST # 13 Full | NPA-FCL 28 | |

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| | <p>as soon as the period of 21 days has elapsed in the case of illness. The medical certificate shall be deemed to be suspended upon the occurrence of such injury or the elapse of such period of illness or the confirmation of the pregnancy, and:</p> <p>(4) in the case of injury or illness the suspension shall be lifted upon the holder by the AME in consultation with the AMS being medically examined assessed by the AME or under arrangements made by the Authority AMS and being pronounced fit to function as a member of the flight crew, or upon the Authority AMS exempting, subject to such conditions as it thinks fit appropriate, the holder from the requirement of a medical examination; and</p> <p>(5) in the case of pregnancy, the suspension may be lifted by the AME in consultation with the AMS or by the Authority for such period and subject to such conditions as it thinks fit appropriate (see JAR-FCL 3.195(c) and 3.315(c)) and shall cease upon the holder being medically examined assessed by the AME or under arrangements made by the Authority after the pregnancy has ended and being pronounced fit to resume her functions as a member of the flight crew. If an AME assesses a pregnant Class 1 pilot as fit Class 1, a multi-pilot (Class 1 'OML') limitation shall be entered. At the end of the pregnancy and following fit assessment by an AME the multi-pilot (Class 1 'OML') limitation may be removed by the AME, informing the AMS.</p> | | | | |
| 53 | <p>JAR-FCL 3.210 Neurological requirements</p> <p>(c) Electroencephalography is required at the initial examination (see Appendix 11 to Subpart B) and when indicated by the applicant's history or on clinical grounds (see Appendix 11 to Subpart B).</p> | JAR-FCL 3.210 (c) | LST # 13 Full | NPA-FCL 28 | |
| 54 | <p>JAR-FCL 3.155 Respiratory system – General</p> <p>(a) An applicant for or the holder of a Class 1 medical certificate shall not possess any abnormality of the respiratory system, congenital or acquired, which is likely to interfere with the safe exercise of the privileges of the applicable licence(s).</p> <p>(b) Posterior/anterior Posterior-anterior chest radiography is may be required at the initial, revalidation or renewal examination examinations. It may be required at</p> | JAR-FCL 3.155 | LST # 15 Full | NPA-FCL 28 | |

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| | <p>revalidation/renewal examinations when indicated on clinical or epidemiological grounds.</p> <p>(c) Pulmonary function tests (see paragraph 1 Appendix 2 to Subpart B) are required at the initial examination. A peak flow test shall be performed at first revalidation or renewal examination after age 30, every 5 years until age 40, and every 4 years thereafter and on clinical indication. Applicants with significant impairment of pulmonary function (see paragraph 1 Appendix 2 to Subpart B) shall be assessed as unfit.</p> | | | | |
| 55 | <p>JAR-FCL 3.220, 3.340 Visual requirements</p> <p>...</p> <p>(b) <i>Refractive errors.</i> Refractive error is defined as the deviation from emmetropia measured in dioptres in the most ametropic meridian. Refraction shall be measured by standard methods (see paragraph 1 Appendix 13 to Subpart B). Applicants shall be considered fit with respect to refractive errors if they meet the following requirements:</p> <p>(1) Refractive error</p> <p>(i) At the initial examination the refractive error shall not exceed ± 3 dioptres (see paragraph 2 (a) Appendix 13 to Subpart B).</p> <p>(ii) At revalidation or renewal examinations, an applicant experienced to the satisfaction of the Authority with refractive errors up to $\pm 5/-8$ dioptres may be considered fit by the AMS (see paragraph 2 (b) Appendix 13 to Subpart B).</p> <p><i>(iii) Applicants with a large refractive error shall use contact lenses or high-index spectacle lenses.</i></p> <p>...</p> | JAR-FCL 3.220 and 3.340 | LST # 14 Full | NPA-FCL 28 | |
| 56 | <p>JAR-FCL 3.220 (g) , 3.340(f) Visual requirements</p> <p>(1) If a visual requirement is met only with the use of correction, the spectacles or contact lenses must provide optimal visual function and be <i>well-tolerated and</i> suitable for aviation purposes.</p> | JAR-FCL 3.220 and JAR-FCL 3.340 | LST # 14 Full | NPA-FCL 28 | |

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| | <p>(2) Correcting lenses, when worn for aviation purposes, shall permit the licence holder to meet the visual requirements at all distances. No more than one pair of spectacles shall be used to meet the requirement.</p> <p>(3) Contact lenses, when worn for aviation purposes, shall be monofocal and non-tinted.</p> <p>(3)-(4) A spare set of similarly correcting spectacles shall be readily available when exercising the privileges of the licence.</p> <p>...</p> | | | | |
| 57 | <p>JAR-FCL 3.225 Colour perception</p> <p>...</p> <p>(b) An applicant shall have normal perception of colours or be colour safe. At the initial examination applicants have to pass the Ishihara test. Applicants who fail Ishihara’s test shall be assessed as colour safe if they pass extensive testing with methods acceptable to the AMS (anomaloscopy or colour lanterns – see paragraph 2 Appendix 14 to Subpart B). At revalidation or renewal colour vision needs only to be tested on clinical grounds.</p> <p>(c) An applicant who fails the acceptable colour perception tests is to be considered colour unsafe and shall be assessed as unfit.</p> <p>JAR-FCL 3.345 Colour perception</p> <p>...</p> <p>(b) An applicant shall have normal perception of colours or be colour safe. At the initial examination applicants have to pass the Ishihara test. Applicants who fail Ishihara’s test may shall be assessed as colour safe if they pass extensive testing with methods acceptable to the AMS (anomaloscopy or colour lanterns) (see paragraph 2 Appendix 14 to Subpart C). At revalidation or renewal colour vision needs only to be tested on clinical grounds.</p> <p>(c) An applicant who fails the acceptable colour perception tests is to be considered</p> | JAR-FCL 3.225 and 3.345 | LST # 15 Full | NPA-FCL 28 | |

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| | <p>colour unsafe and shall be assessed as unfit.</p> <p>(d) A colour unsafe applicant may be assessed by the AMS as fit to fly by day only</p> | | | | |
| 58 | <p>JAR-FCL 3.235 Hearing requirements</p> <p>...</p> <p>(c) At the initial examination for a Class 1 medical certificate there <i>There</i> shall be no hearing loss in either ear, when tested separately, of more than 20 dB(HL) at any of the frequencies 500, 1 000 and 2 000 Hz, or of more than 35 dB(HL) at 3 000 Hz. []</p> <p>(d) At recertification or renewal examinations there shall be no hearing loss in either ear, when tested separately of more than 35 db (HL) at any of the frequencies 500, 1 000, and 2 000 Hz, or more than 50 db (HL) at 3 000 Hz. An applicant whose hearing loss is within 5 db (HL) of these limits in two or more of the frequencies tested shall undergo pure tone audiometry [annually].</p> <p>(e) (d) At revalidation or renewal examinations applicants with hypoacusis may be assessed as fit by the AMS if a speech discrimination test demonstrates a satisfactory hearing ability (see paragraph 2 Appendix 16 to Subpart B).</p> | JAR-FCL 3.235 | LST # 15 | NPA-FCL 28 | |
| 59 | <p>JAR-FCL 3.355 Hearing requirements</p> <p>...</p> <p>(b) If an instrument rating is to be added to the applicable licence(s), a hearing test with pure tone audiometry (see paragraph 1 Appendix 16 to Subpart C) is required at the first examination for the rating and shall be repeated every 5 years up to the 40th birthday and every 2 years thereafter.</p> <p>(1) At the initial examination for a Class 2 medical certificate with instrument ratings there shall be no hearing loss in either ear, when tested separately, of more than 20 dB(HL) at any of the frequencies 500, 1 000 and 2 000 Hz, or of more than 35 dB(HL) at 3 000 Hz. []</p> | JAR-FCL 3.355 | LST # 15 | NPA-FCL 28 | |

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| | <p>(2)(1) At recertification or renewal examinations there There shall be no hearing loss in either ear, when tested separately of more than 35 db (HL) at any of the frequencies 500, 1 000, and 2 000 Hz, or more than 50 db (HL) at 3 000 Hz. An applicant whose hearing loss is within 5 db (HL) of these limits in two or more of the frequencies tested shall undergo pure tone audiometry [annually].</p> <p>(3)(2) At recertification or renewal examinations applicants with hypoacusis may be assessed as fit by the AMS if a speech discrimination test demonstrates a satisfactory hearing ability (see paragraph 2 Appendix 16 to Subpart C).</p> | | | | |
| 60 | <p>Appendix 2 to Subparts B and C. Respiratory system</p> <p>1 Spirometric examination is required for initial Class 1 examination. An FEV1/FVC ratio less than 70% shall require evaluation by a specialist in respiratory disease for both Class 1 and Class 2. For initial Class 2 and renewal and revalidation examinations for Class 1 and Class 2 a pulmonary peak flow test is required. A pulmonary peak flow test can be replaced by a spirometric examination. A pulmonary peak flow test of less than 80% of predicted normal value according to age, sex and height shall require a spirometric examination. An FEV1/FVC ratio less than 70% shall require evaluation by a specialist in respiratory diseases.</p> | JAR-FCL 3 Appendix 2 to Subpart B and C | LST # 15 | NPA-FCL 28 | |
| 61 | <p>Appendix 16 to Subpart B and C</p> <p>...</p> <p>(2) (b) If satisfactory hearing in a noise field corresponding to normal flight deck working conditions during all phases of flight can be demonstrated, recertification a fit assessment at revalidation or renewal may be considered by the AMS.</p> | JAR-FCL 3 Appendix 16 to Subpart B and C | LST #15 | NPA-FCL 28 | |

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| 62 | <p>JAR-FCL 1.330 paragraph (d)</p> <p><i>(d) (1) the issue of an IR(A), provided that the instructor has:</i></p> <p><i>(i) At least 200 hours flight time in accordance with instrument flight rules, of which up to 50 hours may be instrument ground time in a flight simulator or FNPT II; and</i></p> <p><i>(ii) completed as a student an approved course comprising at least 5 hours of flight instruction in an aeroplane, flight simulator or FNPT II (see Appendix 1 to JAR-FCL 1.395 and AMC FCL 1.395) and has passed the appropriate skill test as set out in Appendix 1 to JAR-FCL 1.330 & 1.345;</i></p> <p><i>in addition, for the issue an IR(A) multi-engine aeroplanes the instructor shall meet the requirements of JAR-FCL 1.380(a).</i></p> | JAR-FCL 1.330 (d) | LST # 15 | NPA-FCL 34 | |
| 63 | <p>JAR-FCL 1.445 Class rating examiner (aeroplane) (CRE(A)) – Privileges/Requirements</p> <p>The privileges of a CRE(A) are to conduct:</p> <p>(a) skill tests for the issue of class and type ratings for single-pilot aeroplanes;</p> <p>(b) proficiency checks for revalidation or renewal of class and type ratings for single-pilot aeroplanes and revalidation or renewal , where specially authorised by the Authority, of instrument ratings; provided that the examiner holds or has held a professional pilot licence (A) and holds a PPL(A) and has completed not less than 500 hours as a pilot of aeroplanes.</p> | JAR-FCL 1.445 | LST # 15 | NPA-FCL 34 | |
| 64 | <p>Appendix 1 to JAR-FCL 2.005</p> <p>Minimum requirements for the issue of a JAR-FCL licence/authorisation on the basis of a national licence/authorisation issued in a JAA Member State:</p> <p>In row (k) and (l) column 3, the wording : <u>night qualification,-if applicable</u>. Could bring confusion.</p> | Appendix 1 to JAR-FCL 2.005 | LST # 16 | NPA-FCL 34 | |

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| | Insert in the table of the appendix 1 to JAR-FCL 2.005 , JAR-CPL(H) license restricted to day VFR operations only if the holder of a CPL(H) has never got the night training. See Annex III to this Overview | | | | |
| 65 | <p>JAR-FCL 1.246 Instrument Rating, revalidation and renewal (See JAR-FCL 1.185) (See Appendix 1 to JAR-FCL 1.246)</p> <p>(b) <i>Renewal</i></p> <p>(1) If an instrument rating, has expired, the applicant shall</p> <p>(i) meet refresher training and additional requirements as determined by the Authority, and</p> <p>(ii) complete section 3b of Appendix 3 to JAR-FCL 1.240 including the flight preparation as a skill test. Comply with the requirements of paragraph (a)(2) above.</p> <p>The rating will be valid from the date of completion of the renewal requirements.</p> | JAR-FCL 1.246 | LST # 18 | NPA-FCL 34 | |
| 66 | <p>Appendix 1 to JAR-FCL 1.005 Minimum requirements for the issue of a JAR-FCL licence/authorisation on the basis of a national licence/authorisation issued in a JAA Member State (See JAR-FCL 1.005(b)(3)) (See AMC FCL 1.005 & 1.015) (See AMC FCL 1.125)</p> <p>See ANNEX IV rows (d) and (e) !</p> | Appendix 1 to JAR-FCL 1.005 Rows (d) and (e). | LST # 18 | Partly included in NPA-FCL 34 (only paragraph (d)) | |

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| 67 | <p><i>NOTE: This LTE is only applicable to those NAAs that have implemented JAR-FCL 1 Amendment 6</i></p> <p>Appendix 2 to JAR–FCL 1.050 Crediting of theoretical knowledge for the issue of a CPL(A) – Bridge instruction and examination requirements. (See JAR–FCL 1.050(b)(3))</p> <p><i>Amend paragraphs 1 and 2, add new paragraph 3</i></p> <p>See ANNEX V</p> | Appendix 2 to JAR–FCL 1.050 | LST # 20 | NPA-FCL 34 | |
| 68 | <p><i>NOTE: This LTE is only applicable to those NAAs that have implemented JAR-FCL 1 Amendment 6</i></p> <p>Appendix 3 to JAR–FCL 1.050 Crediting of theoretical knowledge for the issue of a ATPL(A)– Bridge instruction and examination requirements (See JAR–FCL 1.050(b)(4))</p> <p><i>Amend paragraphs 1 and 2, add new paragraph 3</i></p> <p>See ANNEX VI</p> | Appendix 3 to JAR–FCL 1.050 | LST # 20 | NPA-FCL 34 | |
| 69 | <p><i>NOTE: This LTE is only applicable to those NAAs that have implemented JAR-FCL 1 Amendment 6</i></p> <p>Appendix 4 to JAR–FCL 1.050 Crediting of theoretical knowledge requirements for the issue of a CPL(A), an IR(A) or an ATPL(A) (See JAR–FCL 1.050(b)(8))</p> <p><i>Amend paragraphs 1 and 2</i></p> | Appendix 4 to JAR–FCL 1.050 | LST # 20 | NPA-FCL 34 | |

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| | <p>1. An applicant for an IR(A) having passed the relevant theoretical examinations for a CPL(A) is credited towards the theoretical knowledge requirements in the following subjects:</p> <ul style="list-style-type: none"> - Human Performance and Limitations - Meteorology. <p>2. An applicant for a CPL(A) having passed the relevant theoretical examinations for an IR(A) is credited towards the theoretical knowledge requirements in the following subjects:</p> <ul style="list-style-type: none"> - Human Performance and Limitations - Meteorology. | | | | |
| 70 | <p><i>NOTE: This LTE is only applicable to those NAAs that have implemented JAR-FCL 1 Amendment 6</i></p> <p>Appendix 3 to JAR-FCL 1.055 Approval of Modular Theoretical Knowledge Distance Learning Courses <i>(See Appendix 2 to JAR-FCL 1.050)</i> <i>(See Appendix 2 to JAR-FCL 1.050)</i> (See Appendix 1 to JAR-FCL 1.130 & 1.135) (See Appendix 1 to JAR-FCL 1.160 & 1.165(a)(4)) (See Appendix 1 to JAR-FCL 1.205) (See Appendix 1 to JAR-FCL 1.251) (See Appendix 1 to JAR-FCL 1.285) (See AMC FCL 1.055(a))</p> <p><i>Amend paragraph 6 by inserting a new sub-paragraph (b) and re-number sub-paragraph (c); add reference to Appendices 2 and 3 to JAR-FCL 1.050</i></p> <p>TRAINING COURSES</p> <p>6. Distance Learning will only be approved as a component of a course of theoretical knowledge instruction for the following courses:</p> <p>(a) modular courses of theoretical knowledge instruction for the PPL(A),</p> | Appendix 3 to JAR-FCL 1.055 | LST # 20 | NPA-FCL 34 | |

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| | <p>CPL(A), IR(A) and ATPL(A).</p> <p>(b) courses of theoretical knowledge bridge instruction for PPL(A), CPL(A) (see Appendix 2 to JAR-FCL 1.050) and ATPL(A) (see Appendix 3 to JAR-FCL 1.050).</p> <p>(bc) courses of additional theoretical knowledge for a class or type rating for a single pilot high performance aeroplane.</p> | | | | |
| 71 | <p>NOTE: This LTE is only applicable to those NAAs that have implemented JAR-FCL 1 Amendment 6</p> <p>Appendix 1 to JAR-FCL 1.125 PPL(A) training course – Summary (See JAR-FCL 1.125) (See AMC FCL 1.125)</p> <p><i>Amend paragraph 2 and delete reference to AMC FCL 1.125 under the title</i></p> <p>See ANNEX VII</p> | Appendix 1 to JAR-FCL 1.125 | LST # 20 | NPA-FCL 34 | |
| 72 | <p>Appendix 1 to JAR-FCL 1.160 & 1.165(a)(1) ATP(A) integrated course (See JAR-FCL 1.160, 1.165 & 1.170) (See Appendix 1 and 2 to JAR-FCL 1.170) (See Appendix 1 and 2 to JAR-FCL 1.210) (See AMC FCL 1.160 & 1.165(a)(1)) (See Appendix 1 to JAR-FCL 1.470) (See IEM FCL 1.170)</p> <p><i>Amend paragraph 10</i></p> | Appendix 1 to JAR-FCL 1.160 & 1.165(a)(1) | LST # 20 | NPA-FCL 34 | |

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| | <p>THEORETICAL KNOWLEDGE</p> <p>10 The theoretical knowledge syllabus is set out in Appendix 1 to JAR-FCL 1.470. An approved ATP(A) theoretical knowledge course shall comprise at least 750 hours (1 hour = 60 minutes instruction) of instruction which can include classroom work, inter-active video, slide/tape presentation, learning carrels, computer based training, and other media as approved by the Authority, in suitable proportions.</p> <p>The 750 hours of instruction shall be divided between subjects as approved by the Authority, in such a way that in each subject the minimum hours are:</p> <table border="0"> <tr> <td><i>Subject</i></td> <td style="text-align: right;"><i>hours</i></td> </tr> <tr> <td>Air Law</td> <td style="text-align: right;">40</td> </tr> <tr> <td>Aircraft General Knowledge</td> <td style="text-align: right;">80</td> </tr> <tr> <td>Flight Performance & Planning</td> <td style="text-align: right;">90</td> </tr> <tr> <td>Human Performance & Limitations</td> <td style="text-align: right;">50</td> </tr> <tr> <td>Meteorology</td> <td style="text-align: right;">60</td> </tr> <tr> <td>Navigation</td> <td style="text-align: right;">150</td> </tr> <tr> <td>Operational Procedures</td> <td style="text-align: right;">20</td> </tr> <tr> <td>Principles of Flight</td> <td style="text-align: right;">30</td> </tr> <tr> <td>Communications</td> <td style="text-align: right;">30</td> </tr> </table> <p>Other sub-division of hours may be agreed between the Authority and the FTO.</p> | <i>Subject</i> | <i>hours</i> | Air Law | 40 | Aircraft General Knowledge | 80 | Flight Performance & Planning | 90 | Human Performance & Limitations | 50 | Meteorology | 60 | Navigation | 150 | Operational Procedures | 20 | Principles of Flight | 30 | Communications | 30 | | | | |
| <i>Subject</i> | <i>hours</i> | | | | | | | | | | | | | | | | | | | | | | | | |
| Air Law | 40 | | | | | | | | | | | | | | | | | | | | | | | | |
| Aircraft General Knowledge | 80 | | | | | | | | | | | | | | | | | | | | | | | | |
| Flight Performance & Planning | 90 | | | | | | | | | | | | | | | | | | | | | | | | |
| Human Performance & Limitations | 50 | | | | | | | | | | | | | | | | | | | | | | | | |
| Meteorology | 60 | | | | | | | | | | | | | | | | | | | | | | | | |
| Navigation | 150 | | | | | | | | | | | | | | | | | | | | | | | | |
| Operational Procedures | 20 | | | | | | | | | | | | | | | | | | | | | | | | |
| Principles of Flight | 30 | | | | | | | | | | | | | | | | | | | | | | | | |
| Communications | 30 | | | | | | | | | | | | | | | | | | | | | | | | |
| 73 | <p>Appendix 1 to JAR-FCL 1.160 & 1.165(a)(2) CPL(A)/IR integrated course (See JAR-FCL 1.160, 1.165 & 1.170) (See Appendix 1 and 2 to JAR-FCL 1.170) (See Appendix 1 and 2 to JAR-FCL 1.210) (See AMC FCL 1.160 & 1.165(a)(2))</p> | Appendix 1 to JAR-FCL 1.160 & 1.165(a)(2) | LST # 20 | NPA-FCL 34 | | | | | | | | | | | | | | | | | | | | | |

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| | <p>(See Appendix 1 to JAR-FCL 1.470) (See IEM FCL 1.170)</p> <p><i>Amend paragraph 10</i></p> <p>10 The theoretical knowledge syllabus is set out in Appendix 1 to JAR-FCL 1.470. An approved CPL(A)/IR theoretical knowledge course shall comprise at least 500 hours of instruction which can include classroom work, inter-active video, slide/tape presentation, learning carrels, computer based training, and other media as approved by the Authority, in suitable proportions. The 500 hours (1 hour = 60 minutes instruction) of instruction shall be divided between subjects as approved by the Authority. in such a way that in each subject the minimum hours are:-</p> <table data-bbox="309 810 846 1273"> <tr> <td><i>Subject</i></td> <td><i>hours</i></td> </tr> <tr> <td>Air Law</td> <td>30</td> </tr> <tr> <td>Aircraft General Knowledge</td> <td>50</td> </tr> <tr> <td>Flight Performance & Planning</td> <td>60</td> </tr> <tr> <td>Human Performance & Limitations</td> <td>15</td> </tr> <tr> <td>Meteorology</td> <td>40</td> </tr> <tr> <td>Navigation</td> <td>100</td> </tr> <tr> <td>Operational Procedures</td> <td>10</td> </tr> <tr> <td>Principles of Flight</td> <td>25</td> </tr> <tr> <td>Communications</td> <td>30</td> </tr> </table> <p>Other sub-divisions of hours may be agreed between the Authority and the FTO.</p> | <i>Subject</i> | <i>hours</i> | Air Law | 30 | Aircraft General Knowledge | 50 | Flight Performance & Planning | 60 | Human Performance & Limitations | 15 | Meteorology | 40 | Navigation | 100 | Operational Procedures | 10 | Principles of Flight | 25 | Communications | 30 | | | | |
| <i>Subject</i> | <i>hours</i> | | | | | | | | | | | | | | | | | | | | | | | | |
| Air Law | 30 | | | | | | | | | | | | | | | | | | | | | | | | |
| Aircraft General Knowledge | 50 | | | | | | | | | | | | | | | | | | | | | | | | |
| Flight Performance & Planning | 60 | | | | | | | | | | | | | | | | | | | | | | | | |
| Human Performance & Limitations | 15 | | | | | | | | | | | | | | | | | | | | | | | | |
| Meteorology | 40 | | | | | | | | | | | | | | | | | | | | | | | | |
| Navigation | 100 | | | | | | | | | | | | | | | | | | | | | | | | |
| Operational Procedures | 10 | | | | | | | | | | | | | | | | | | | | | | | | |
| Principles of Flight | 25 | | | | | | | | | | | | | | | | | | | | | | | | |
| Communications | 30 | | | | | | | | | | | | | | | | | | | | | | | | |

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| 74 | <p><i>NOTE: This LTE is only applicable to those NAAs that have implemented JAR-FCL 1 Amendment 6</i></p> <p>Appendix 1 to JAR–FCL 1.160 & 1.165(a)(3) CPL(A) integrated course (See JAR–FCL 1.160, 1.165 & 1.170) (See Appendix 1 and 2 to JAR–FCL 1.170) (See AMC FCL 1.160 & 1.165(a)(3)) (See Appendix 1 to JAR-FCL 1.470) (See IEM-FCL 1.170)</p> <p><i>Amend paragraph 10</i></p> <p>THEORETICAL KNOWLEDGE</p> <p>10 The theoretical knowledge syllabus for the CPL(A) is set out in Appendix 1 to JAR-FCL 1.470. An approved CPL(A) theoretical knowledge course shall comprise at least 350 300 hours (1 hour = 60 minutes instruction) of instruction (or 200 hours if the applicant is the holder of a PPL) which can include classroom work, inter-active video, slide/tape presentation, learning carrels, computer based training, and other media as approved by the Authority, in suitable proportions.</p> | Appendix 1 to JAR–FCL 1.160 & 1.165(a)(3) | LST # 20 | NPA-FCL 34 | |
| 75 | <p><i>NOTE: This LTE is only applicable to those NAAs that have implemented JAR-FCL 1 Amendment 6</i></p> <p>Appendix 1 to JAR–FCL 1.160 & 1.165(a)(4) CPL(A) modular course (See JAR–FCL 1.125(c)) (See JAR–FCL 1.160, 1.165 & 1.170) (See Appendix 1 and 2 to JAR–FCL 1.170) (See AMC FCL 1.160 & 1.165(a)(4)) (See Appendix 1 to JAR-FCL 1.470) (See IEM-FCL 1.170)</p> | Appendix 1 to JAR–FCL 1.160 & 1.165(a)(4) | LST # 20 | NPA-FCL 34 | |

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| | <p><i>Amend paragraph 8</i></p> <p>THEORETICAL KNOWLEDGE</p> <p>8 The theoretical knowledge syllabus for the CPL(A) is set out in Appendix 1 to JAR-FCL 1.470. An approved CPL(A) theoretical knowledge course shall comprise at least 250 200 hours (1 hour = 60 minutes instruction) of instruction, which can include classroom work, inter-active video, slide/tape presentation, learning carrels, computer based training, and other media as approved by the Authority, in suitable proportions. Approved distance learning (correspondence) courses may also be offered as part of the course at the discretion of the Authority.</p> | | | | |
| 76 | <p><i>NOTE: This LTE is only applicable to those NAAs that have implemented JAR-FCL 1 Amendment 6</i></p> <p>Appendix 1 to JAR–FCL 1.205 IR(A) – Modular flying training course (See JAR–FCL 1.205) (See Appendix 1 to JAR-FCL 1.470)</p> <p><i>Amend paragraph 7</i></p> <p>THEORETICAL KNOWLEDGE</p> <p>7 The theoretical knowledge syllabus for the IR(A) is set out in Appendix 1 to JAR-FCL 1.470. An approved modular IR(A) course shall comprise at least 150 200 hours (1 hour = 60 minutes instruction) of instruction, which can include classroom work, inter-active video, slide/tape presentation, learning carrels, computer based training, and other media as approved by the Authority, in suitable proportions. Approved distance learning (correspondence) courses may also be offered as part of the course at the discretion of the Authority.</p> | Appendix 1 to JAR–FCL 1.205 | LST # 20 | NPA-FCL 34 | |

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| 78 | <p><i>NOTE: This LTE is only applicable to those NAAs that have implemented JAR-FCL 1 Amendment 6</i></p> <p>Appendix 1 to JAR–FCL 1.285 ATPL(A) – Modular theoretical knowledge course (See JAR–FCL 1.285) (See Appendix 1a to JAR-FCL 1.055) (See Appendix 1 to JAR-FCL 1.470)</p> <p><i>Amend paragraph 2</i></p> <p>2 Before comencing an ATPL(A) modular course an applicant shall be the holder of at least a PPL(A) issued in accordance with ICAO Annex 1. The An applicant wishing to undertake an ATPL(A) modular course of theoretical knowledge instruction shall be required under the supervision of the Head of Training of an approved FTO to complete 650 hours (1 hour = 60 minutes instruction) of instruction for ATPL theory within a period of 18 months. An applicant shall be the holder of a PPL(A) issued in accordance with ICAO Annex 1.</p> <p>Holders of a CPL(A)/IR may have the theoretical instruction hours reduced by 400 350 hours.</p> <p>Holders of a CPL(A) may have the theoretical instruction hours reduced by 250 200 hours and holders of an IR may have the theoretical instruction hours reduced by 150 200 hours.</p> | Appendix 1 to JAR–FCL 1.285 | LST # 20 | NPA-FCL 34 | |
| 79 | <p>JAR–FCL 1.355 FI(A) – Revalidation and renewal (See Appendices 1 and 2 to JAR–FCL 1.330 & 1.345) (See AMC FCL 1.355(a)(2)) (See IEM FCL 1.355)</p> | JAR–FCL 1.355 | LST # 20 | NPA-FCL 34 | |

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| | <p><i>Amend paragraph (a)(1)</i></p> <p>(a) For revalidation of a FI(A) rating the holder shall fulfil two of the following three requirements:</p> <p>(1) completed at least 50 400-hours of flight instruction on aeroplanes as FI, CRI, IRI or as examiner during the period of validity of the rating, including at least 15 30-hours of flight instruction within the 12 months preceding the expiry date of the FI rating, 10 hours of this 15 30-hours shall be instruction for an IR if the privileges to instruct for IR are to be revalidated;</p> | | | | |
| 80 | <p><i>NOTE: This LTE is only applicable to those NAAs that have implemented JAR-FCL 1 Amendment 6</i></p> <p>JAR-FCL 1.470 Contents of theoretical knowledge examinations (See Appendix 1 to JAR-FCL 1.470)</p> <p><i>Amend paragraphs (b) and (c)</i></p> <p>(b) An applicant for the CPL(A) shall demonstrate a level of knowledge appropriate to the privileges granted in the following 13-9 subjects: Air Law; Aircraft General Knowledge - Airframe/Systems/Powerplant; Aircraft General Knowledge – Instrumentation; Flight Performance and Planning Mass and balance; Performance; Flight Planning and Monitoring; Human Performance; Meteorology; General Navigation; Radio Navigation; Operational Procedures; Principles of flight; VFR Communications.</p> <p>(c) An applicant for an IR(A) shall demonstrate a level of knowledge appropriate to the privileges granted in the following 7 subjects: Air Law; Aircraft General Knowledge – Instrumentation; Flight Performance and Monitoring – Planning Monitoring; Human Performance; Meteorology; Radio Navigation; IFR Communications.</p> | JAR-FCL 1.470 | LST # 20 | NPA-FCL 34 | |

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| 81 | <p>NOTE: This LTE is only applicable to those NAAs that have implemented JAR-FCL 1 Amendment 6</p> <p>JAR-FCL 1.475 Questions (See IEM FCL 1.475 (a) and (b)) (See Appendix 1 to JAR-FCL 1.470)</p> <p><i>Amend paragraph (a) and delete reference to IEM FCL 1.475 (a) and (b) under the title</i></p> <p>(a) <i>The Central Question Bank.</i> Questions appropriate to the syllabuses (see Appendix 1 to JAR-FCL 1.470) will be held in a JAA Central Question Bank (CQB). Questions entered in the CQB will be composed in English, according to the method described in the JAA Administrative and Guidance Material, Section 5, Part 2, Chapter 18 Attachment 1 IEM FCL 1.475(a), using abbreviations (see the JAA Administrative and Guidance Material, Section 5, Part 2, Chapter 18 Attachment 2 IEM FCL 1.475(b)), and compiled in a computer compatible format. The questions will be in multiple choice format. An Authority may exercise discretion in the presentation of questions in an examination according to JAR-FCL 1.480.</p> | JAR-FCL 1.475 | LST # 20 | NPA-FCL 34 | |
| 82 | <p>NOTE: This LTE is only applicable to those NAAs that have implemented JAR-FCL 1 Amendment 6</p> <p>Appendix 1 to JAR-FCL 1.470 Theoretical knowledge Knowledge Syllabus – ATPL, CPL and IR (See JAR-FCL 1.470)</p> <p><i>Amend title and the text at paragraph 1 (the table containing the theoretical knowledge syllabus remains unchanged)</i></p> | Appendix 1 to JAR-FCL 1.470 | LST # 20 | NPA-FCL 34 | |

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| | <p>1. An applicant shall have received the relevant theoretical knowledge instruction on an approved course at an approved flying training organisation (FTO) according to the syllabus subjects and headline topics below (refer to the Detailed Theoretical Knowledge Syllabus and Learning Objectives in the JAA Administrative and Guidance Material, Section 5, Part 2, Chapter 19 Theoretical Knowledge Learning Objectives):</p> <p>(...)</p> | | | | |
| 83 | <p>NOTE: This LTE is only applicable to those NAAs that have implemented JAR-FCL 1 Amendment 6</p> <p>AMC FCL 1.125 Syllabus of theoretical knowledge and flight instruction for the private pilot licence (aeroplane) – PPL(A) (See JAR–FCL 1.125) (See Appendix 1 to JAR–FCL 1.125)</p> <p><i>Delete the syllabus of theoretical knowledge on pages 2-C-1 to 2-C-20 and amend the title; Maintain unchanged the syllabus of flight instruction on pages 2-C-20 to 2-C-26.</i></p> | AMC FCL 1.125 | LST # 20 | NPA-FCL 34 | |
| 84 | <p>AMC FCL 1.340 Flight instructor rating (aeroplane) (FI(A)) course See JAR–FCL 1.340 See Appendix 1 to JAR-FCL 1.340</p> <p><i>Amend Long Briefing Exercise 1 (page 2-H-8)</i></p> | AMC FCL 1.340 | LST # 20 | NPA-FCL 34 | |

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| | <p>LONG BRIEFING EXERCISE 1</p> <p>AEROPLANE FAMILIARISATION</p> <p>Objectives Introduction to the aeroplane Explanation of the cockpit layout Aeroplane and engine systems Check lists, drills, controls</p> <p>Propeller safety</p> <ul style="list-style-type: none"> - Precautions general - Precautions before and during hand turning - Hand swinging technique for starting (if applicable to type) <p>Differences when occupying the instructor's seat</p> <p>EMERGENCY DRILLS</p> <p>Action in the event of fire in the air and on the ground – engine cabin and electrical Systems failures as applicable to type Escape drills – location and use of emergency equipment and exits</p> | | | | |
| 85 | <p><i>NOTE: This LTE is only applicable to those NAAs that have implemented JAR-FCL 1 Amendment 6</i></p> <p>AMC FCL 1.470(a), (b) and (c) AMC FCL 2.470(a), (b) and (c) Theoretical knowledge examination subjects / sections and length of examinations – ATPL, CPL and IR</p> <p><i>Amend</i></p> <p>Moved to Appendix 1 to JAR-FCL 1.470 the JAA Administrative and Guidance Material, Section 5, Part 2, Chapter 10, Attachment 1.</p> | | LST # 20 | NPA-FCL 34 | |

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| 86 | <p><i>NOTE: This LTE is only applicable to those NAAs that have implemented JAR-FCL 1 Amendment 6</i></p> <p>IEM FCL 1.475(a) Construction of computer compatible questions (See JAR-FCL 1.475)</p> <p><i>Delete the existing text and Insert:</i></p> <p><i>Moved to the JAA Administrative and Guidance Material, Section 5, Part 2, Chapter18, Attachment 1.</i></p> | | LST # 20 | NPA-FCL 34 | |
| 87 | <p><i>NOTE: This LTE is only applicable to those NAAs that have implemented JAR-FCL 1 Amendment 6</i></p> <p>IEM FCL 1.480 Distribution of examination questions</p> <p><i>Amend</i></p> <p>Moved to Administrative & Guidance Material, Section 5, Part 2, Chapter 10, <i>Attachment 2.</i></p> | | LST # 20 | NPA-FCL 34 | |
| 88 | <p><i>NOTE: This LTE is only applicable to those NAAs that have implemented JAR-FCL 2 Amendment 4</i></p> <p>Appendix 2 to JAR-FCL 2.050 Crediting of theoretical knowledge for the issue of a CPL(H) – Bridge instruction and examination requirements.</p> | | LST # 20 | NPA-FCL 34 | |

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| | <p>(See JAR-FCL 2.050(b)(3))</p> <p><i>Amend paragraphs 1 and 2, add new paragraph 3</i></p> <p>See ANNEX VIII</p> | | | | |
| 89 | <p><i>NOTE: This LTE is only applicable to those NAAs that have implemented JAR-FCL 2 Amendment 4</i></p> <p>Appendix 3 to JAR-FCL 2.050 Crediting of theoretical knowledge for the issue of a ATPL(H)- Bridge instruction and examination requirements (See JAR-FCL 2.050(b)(4))</p> <p><i>Amend paragraphs 1 and 2, add new paragraph 3</i></p> <p>See ANNEX IX</p> | | LST # 20 | NPA-FCL 34 | |
| 90 | <p><i>NOTE: This LTE is only applicable to those NAAs that have implemented JAR-FCL 2 Amendment 4</i></p> <p>Appendix 4 to JAR-FCL 2.050 Crediting of theoretical knowledge requirements for the issue of a CPL(H), an IR(H) or an ATPL(H) (See JAR-FCL 2.050(b)(8))</p> <p><i>Amend paragraphs 1, 2 and 3; insert paragraph 4; re-number paragraph 4</i></p> <p>1. An applicant for an IR(H) having passed the relevant theoretical examinations for a CPL(H) is credited towards the theoretical knowledge requirements in the following</p> | | LST # 20 | NPA-FCL 34 | |

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| | <p>subjects:</p> <ul style="list-style-type: none"> - Human Performance and Limitations - Meteorology <p>2. An applicant for a CPL(H) having passed the relevant theoretical examinations for an IR(H) is credited towards the theoretical knowledge requirements in the following subjects:</p> <ul style="list-style-type: none"> - Human Performance and Limitations - Meteorology <p>3. An applicant for an ATPL(H) , or an applicant for an ATPL(H) with an IR(H), having passed the relevant theoretical examinations for a CPL(H) is credited towards the theoretical knowledge requirements in the following subjects:</p> <ul style="list-style-type: none"> - Performance (Helicopters) Air Law - Principles of Flight (Helicopter) - VFR Communications <p>4. An applicant for an ATPL(H) with an IR(H), having passed the relevant theoretical examinations for a CPL(H) is credited towards the theoretical knowledge requirements in the following subjects:</p> <ul style="list-style-type: none"> - Principles of Flight (Helicopter) - VFR Communications <p>5.4. An applicant for an ATPL(H) with an IR(H) having passed the relevant theoretical examinations for an ATPL(H) VFR is required to pass the following examination subjects credited towards the theoretical knowledge requirements in the following subjects:</p> <ul style="list-style-type: none"> - Air Law - Flight Planning and Flight Monitoring - Radio Navigation - IFR Communications - Aircraft General Knowledge – Airframe/Systems/Powerplant - Aircraft General Knowledge – Instrumentation - Mass and Balance - Performance (Helicopter) - Human Performance and Limitations - Meteorology - General Navigation | | | | |

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| | <ul style="list-style-type: none"> -Principles of Flight (Helicopter) -VFR Communications | | | | |
| 91 | <p><i>NOTE: This LTE is only applicable to those NAAs that have implemented JAR-FCL 2 Amendment 4</i></p> <p>Appendix 3 to JAR-FCL 2.055 Approval of Modular Theoretical Knowledge Distance Learning Courses (See Appendix 2 to JAR-FCL 2.050) (See Appendix 2 to JAR-FCL 2.050) (See Appendix 1 to JAR-FCL 2.130 & 2.135) (See Appendix 1 to JAR-FCL 2.160 & 2.165(a)(3)) (See Appendix 1 to JAR-FCL 2.205) (See Appendix 1 to JAR-FCL 2.255) (See Appendix 1 to JAR-FCL 2.285) (See ACJ FCL 2.160 & 2.165(a)(3), 2.205 & 2.285)</p> <p><i>Amend paragraph 6(a), insert a new sub-paragraph 6(b) and re-number sub-paragraph 6(c); add reference to Appendices 2 and 3 to JAR-FCL 2.050</i></p> <p>TRAINING COURSES</p> <p>6. Distance Learning will only be approved as a component of a course of theoretical knowledge instruction for the following courses:</p> <p>(a) modular courses of theoretical knowledge instruction for the PPL(H), CPL(H), IR(H), ATPL(H) and ATPL(H)/IR.</p> <p>(b) courses of theoretical knowledge bridge instruction for PPL(H), CPL(H) (see Appendix 2 to JAR-FCL 2.050) and ATPL(H) (see Appendix 3 to JAR-FCL 2.050).</p> | | LST # 20 | NPA-FCL 34 | |

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| | (b) courses of approved pre-entry theoretical knowledge instruction for a first type rating for a multi engine helicopter. | | | | |
| 92 | <p>NOTE: This LTE is only applicable to those NAAs that have implemented JAR-FCL 2 Amendment 4</p> <p>Appendix 1 to JAR-FCL 2.125 PPL(H) training course – Summary (See JAR-FCL 2.125) (See AMC FCL 2.125)</p> <p><i>Amend paragraph 2 and delete reference to AMC FCL 2.125 under the title</i></p> <p>See ANNEX X</p> | | LST # 20 | NPA-FCL 34 | |
| 93 | <p>NOTE: This LTE is only applicable to those NAAs that have implemented JAR-FCL 2 Amendment 4</p> <p>Appendix 1 to JAR-FCL 2.160 & 2.165(a)(1) ATP(H)/IR integrated course (See JAR-FCL 2.160, 2.165 and 2.170) (See Appendix 1 and 2 to JAR-FCL 2.170) (See Appendix 1 and 2 to JAR-FCL 2.210) (See AMC FCL 2.160 & 2.165(a)(1)) (See Appendix 1 to JAR-FCL 2.470) (See IEM FCL 2.170)</p> <p><i>Amend title (ad ‘/IR’) and paragraph 10</i></p> | | LST # 20 | NPA-FCL 34 | |

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| | <p>THEORETICAL KNOWLEDGE</p> <p>10 The theoretical knowledge syllabus for the ATPL(H)/IR is set out in Appendix 1 to JAR-FCL 2.470. The requirements for type ratings are set out in JAR-FCL 2.240. An approved ATP(H)/IR theoretical knowledge course shall comprise at least 750 hours (1 hour = 60 minutes instruction) of instruction which can include classroom work, inter-active video, slide/tape presentation, learning carrels, computer based training, and other media as approved by the Authority, in suitable proportions.</p> <p>The 750 hours of instruction shall be divided <i>between subjects as approved by the Authority.</i> in such a way that in each subject the minimum hours are:</p> <table data-bbox="309 683 846 1137"> <thead> <tr> <th><i>Subject</i></th> <th><i>hours</i></th> </tr> </thead> <tbody> <tr> <td>Air Law</td> <td>40</td> </tr> <tr> <td>Aircraft General Knowledge</td> <td>80</td> </tr> <tr> <td>Flight Performance & Planning</td> <td>90</td> </tr> <tr> <td>Human Performance & Limitations</td> <td>50</td> </tr> <tr> <td>Meteorology</td> <td>60</td> </tr> <tr> <td>Navigation</td> <td>150</td> </tr> <tr> <td>Operational Procedures</td> <td>20</td> </tr> <tr> <td>Principles of Flight</td> <td>30</td> </tr> <tr> <td>Communications</td> <td>30</td> </tr> </tbody> </table> <p>Other sub-division of hours may be agreed between the Authority and the FTO.</p> | <i>Subject</i> | <i>hours</i> | Air Law | 40 | Aircraft General Knowledge | 80 | Flight Performance & Planning | 90 | Human Performance & Limitations | 50 | Meteorology | 60 | Navigation | 150 | Operational Procedures | 20 | Principles of Flight | 30 | Communications | 30 | | | | |
| <i>Subject</i> | <i>hours</i> | | | | | | | | | | | | | | | | | | | | | | | | |
| Air Law | 40 | | | | | | | | | | | | | | | | | | | | | | | | |
| Aircraft General Knowledge | 80 | | | | | | | | | | | | | | | | | | | | | | | | |
| Flight Performance & Planning | 90 | | | | | | | | | | | | | | | | | | | | | | | | |
| Human Performance & Limitations | 50 | | | | | | | | | | | | | | | | | | | | | | | | |
| Meteorology | 60 | | | | | | | | | | | | | | | | | | | | | | | | |
| Navigation | 150 | | | | | | | | | | | | | | | | | | | | | | | | |
| Operational Procedures | 20 | | | | | | | | | | | | | | | | | | | | | | | | |
| Principles of Flight | 30 | | | | | | | | | | | | | | | | | | | | | | | | |
| Communications | 30 | | | | | | | | | | | | | | | | | | | | | | | | |

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| 94 | <p><i>NOTE: This LTE is only applicable to those NAAs that have implemented JAR-FCL 2 Amendment 4</i></p> <p>Appendix 1 to JAR–FCL 2.160 & 2.165(a)(2) ATP(H) integrated course (No Instrument Rating) (See JAR–FCL 2.160, 2.165 and 2.170) (See Appendix 1 and 2 to JAR–FCL 2.170) (See AMC FCL 2.160 & 2.165(a)(2)) (See Appendix 1 to JAR-FCL 2.470) (See IEM-FCL 2.170)</p> <p><i>Amend paragraph 10</i></p> <p>THEORETICAL KNOWLEDGE</p> <p>10 The theoretical knowledge syllabus for the ATPL(H) is set out in Appendix 1 to JAR-FCL 2.470. The requirements for type ratings are set out in JAR–FCL 2.240. An approved ATPL(H) theoretical knowledge course shall comprise at least 650 550 650 hours (1 hour = 60 minutes instruction) of instruction which can include classroom work, inter-active video, slide/tape presentation, learning carrels, computer based training, and other media as approved by the Authority, in suitable proportions.</p> <p>The 650 550 hours of instruction shall be divided <i>between subjects as approved by the Authority.</i> in such a way that in each subject the minimum hours are:</p> <table data-bbox="309 1102 1025 1372"> <tr> <td>Subject</td> <td>hours</td> </tr> <tr> <td>Air Law</td> <td>30</td> </tr> <tr> <td>Aircraft General Knowledge</td> <td>70</td> </tr> <tr> <td>Flight Performance & Planning</td> <td>65</td> </tr> <tr> <td>Human Performance & Limitations</td> <td>40</td> </tr> <tr> <td>Meteorology</td> <td>40</td> </tr> </table> | Subject | hours | Air Law | 30 | Aircraft General Knowledge | 70 | Flight Performance & Planning | 65 | Human Performance & Limitations | 40 | Meteorology | 40 | | LST # 20 | NPA-FCL 34 | |
| Subject | hours | | | | | | | | | | | | | | | | |
| Air Law | 30 | | | | | | | | | | | | | | | | |
| Aircraft General Knowledge | 70 | | | | | | | | | | | | | | | | |
| Flight Performance & Planning | 65 | | | | | | | | | | | | | | | | |
| Human Performance & Limitations | 40 | | | | | | | | | | | | | | | | |
| Meteorology | 40 | | | | | | | | | | | | | | | | |

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| | <p>Navigation _____ 120</p> <p>Operational Procedures _____ 20</p> <p>Principles of Flight _____ 30</p> <p>Communications _____ 25</p> <p>Other sub-division of hours may be agreed between the Authority and the FTO.</p> | | | | |
| 95 | <p><i>NOTE: This LTE is only applicable to those NAAs that have implemented JAR-FCL 2 Amendment 4</i></p> <p>Appendix 1 to JAR-FCL 2.160 & 2.165(a)(3) CPL(H)/IR integrated course (See JAR-FCL 2.160, 2.165 and 2.170) (See Appendix 1 and 2 to JAR-FCL 2.170) (See AMC FCL 2.160 & 2.165(a)(3)) (See Appendix 1 to JAR-FCL 2.470) (See IEM-FCL 2.170)</p> <p><i>Amend paragraph 10</i></p> <p>THEORETICAL KNOWLEDGE</p> <p>10 The theoretical knowledge syllabus for the CPL(H)/IR is set out in Appendix 1 to JAR-FCL 2.470. The requirements for type ratings are set out in JAR-FCL 2.240. An approved CPL(H)/IR theoretical knowledge course shall comprise at least 500 hours (1 hour = 60 minutes instruction) of instruction which can include classroom work, interactive video, slide/tape presentation, learning carrels, computer based training, and other media as approved by the Authority, in suitable proportions.</p> <p>The 500 hours of instruction shall be divided <i>between subjects as approved by the Authority</i>, in such a way that in each subject the minimum hours are:</p> | | LST # 20 | NPA-FCL 34 | |

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| | <p>Subject _____ hours</p> <p>Air Law _____ 30</p> <p>Aircraft General Knowledge _____ 50</p> <p>Flight Performance & Planning _____ 60</p> <p>Human Performance & Limitations _____ 15</p> <p>Meteorology _____ 40</p> <p>Navigation _____ 100</p> <p>Operational Procedures _____ 10</p> <p>Principles of Flight _____ 25</p> <p>Communications _____ 30</p> <p>Other sub-division of hours may be agreed between the Authority and the FTO.</p> | | | | |
| 96 | <p><i>NOTE: This LTE is only applicable to those NAAs that have implemented JAR-FCL 2 Amendment 4</i></p> <p>Appendix 1 to JAR-FCL 2.160 & 2.165(a)(4) CPL(H) integrated course (See JAR-FCL 2.160, 2.165 and 2.170) (See Appendix 1 and 2 to JAR-FCL 2.170) (See AMC FCL 2.160 & 2.165(a)(4)) (See Appendix 1 to JAR-FCL 2.470) (See IEM-FCL 2.170)</p> <p><i>Amend paragraph 10</i></p> | | LST # 20 | NPA-FCL 34 | |

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| | <p>THEORETICAL KNOWLEDGE</p> <p>10 The theoretical knowledge syllabus for the CPL(H) is set out in Appendix 1 to JAR-FCL 2.470. The requirements for type ratings are set out in JAR-FCL 2.240. An approved CPL(H) theoretical knowledge course shall comprise at least 350 300 hours (1 hour = 60 minutes instruction) of instruction (or 200 hours if the applicant is the holder of a PPL) which can include classroom work, inter-active video, slide/tape presentation, learning carrels, computer based training, and other media as approved by the Authority, in suitable proportions.</p> <p>The 300 hours of instruction shall be divided <i>between subjects as approved by the Authority</i> in such a way that in each subject the minimum hours are:</p> <table data-bbox="309 683 1019 1145"> <tr> <td>Subject</td> <td>hours</td> </tr> <tr> <td>Air Law</td> <td>25</td> </tr> <tr> <td>Aircraft General Knowledge</td> <td>30</td> </tr> <tr> <td>Flight Performance & Planning</td> <td>25</td> </tr> <tr> <td>Human Performance & Limitations</td> <td>10</td> </tr> <tr> <td>Meteorology</td> <td>30</td> </tr> <tr> <td>Navigation</td> <td>55</td> </tr> <tr> <td>Operational Procedures</td> <td>8</td> </tr> <tr> <td>Principles of Flight</td> <td>20</td> </tr> <tr> <td>Communications</td> <td>10</td> </tr> </table> <p>Other sub-division of hours may be agreed between the Authority and the FTO.</p> | Subject | hours | Air Law | 25 | Aircraft General Knowledge | 30 | Flight Performance & Planning | 25 | Human Performance & Limitations | 10 | Meteorology | 30 | Navigation | 55 | Operational Procedures | 8 | Principles of Flight | 20 | Communications | 10 | | | | |
| Subject | hours | | | | | | | | | | | | | | | | | | | | | | | | |
| Air Law | 25 | | | | | | | | | | | | | | | | | | | | | | | | |
| Aircraft General Knowledge | 30 | | | | | | | | | | | | | | | | | | | | | | | | |
| Flight Performance & Planning | 25 | | | | | | | | | | | | | | | | | | | | | | | | |
| Human Performance & Limitations | 10 | | | | | | | | | | | | | | | | | | | | | | | | |
| Meteorology | 30 | | | | | | | | | | | | | | | | | | | | | | | | |
| Navigation | 55 | | | | | | | | | | | | | | | | | | | | | | | | |
| Operational Procedures | 8 | | | | | | | | | | | | | | | | | | | | | | | | |
| Principles of Flight | 20 | | | | | | | | | | | | | | | | | | | | | | | | |
| Communications | 10 | | | | | | | | | | | | | | | | | | | | | | | | |

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| 97 | <p><i>NOTE: This LTE is only applicable to those NAAs that have implemented JAR-FCL 2 Amendment 4</i></p> <p>Appendix 1 to JAR–FCL 2.160 & 2.165(a)(5) CPL(H) modular course (See JAR–FCL 2.160, 2.165 and 2.170) (See Appendix 1 and 2 to JAR–FCL 2.170) (See AMC FCL 2.160 & 2.165(a) (5)) (See Appendix 1 to JAR-FCL 2.470) (See IEM-FCL 2.170)</p> <p><i>Amend paragraph 8</i></p> <p>THEORETICAL KNOWLEDGE</p> <p>8 The theoretical knowledge syllabus for the CPL(H) is set out in Appendix 1 to JAR-FCL 2.470. The requirements for type ratings are set out in JAR–FCL 2.240. An approved CPL(H) theoretical knowledge course shall comprise at least 250 200 hours (1 hour = 60 minutes instruction) of instruction, which can include classroom work, inter-active video, slide/tape presentation, learning carrels, computer based training, and other media as approved by the Authority, in suitable proportions. Approved distance learning (correspondence) courses may also be offered as part of the course at the discretion of the Authority.</p> | | LST # 20 | NPA-FCL 34 | |
| 98 | <p><i>NOTE: This LTE is only applicable to those NAAs that have implemented JAR-FCL 2 Amendment 4</i></p> <p>Appendix 1 to JAR–FCL 2.205 IR(H) – Modular flying training course (See JAR–FCL 2.205)</p> | | LST # 20 | NPA-FCL 34 | |

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| | <p><i>Amend paragraph 7</i></p> <p>THEORETICAL KNOWLEDGE</p> <p>7 The theoretical knowledge syllabus for the IR(H) is set out in Appendix 1 to JAR-FCL 2.470. An approved modular IR(H) course shall comprise at least 150 200 hours (1 hour = 60 minutes instruction) of instruction, which can include classroom work, inter-active video, slide/tape presentation, learning carrels, computer based training, and other media as approved by the Authority, in suitable proportions. Approved distance learning (correspondence) courses may also be offered as part of the course at the discretion of the Authority.</p> <p><i> Holders of an ATPL(H) shall have the theoretical instruction hours reduced by 50 hours.</i></p> | | | | |
| 99 | <p><i>NOTE: This LTE is only applicable to those NAAs that have implemented JAR-FCL 2 Amendment 4</i></p> <p>JAR-FCL 2.285 Theoretical knowledge (See Appendix 1 to JAR-FCL 2.285) (See Appendix 2 to JAR-FCL 2.285) (See Appendix 1 to JAR-FCL 2.005)</p> <p><i>Amend paragraph (a) and insert reference to Appendix 2 to JAR-FCL 2.285</i></p> <p>(a) <i>Course.</i> An applicant for an ATPL(H) shall have received theoretical knowledge instruction at an approved flying training organisation (FTO). An applicant who has not received the theoretical knowledge instruction during an integrated course of training shall take the course set</p> | | LST # 20 | NPA-FCL 34 | |

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| | out in Appendix 1 to JAR-FCL 2.285, <i>or, the course set out in Appendix 2 to JAR-FCL 2.285 for modular theoretical knowledge instruction for ATPL(H)/IR.</i> | | | | |
| 100 | <p>NOTE: This LTE is only applicable to those NAAs that have implemented JAR-FCL 2 Amendment 4</p> <p>Appendix 1 to JAR-FCL 2.285 ATPL(H) – Modular theoretical knowledge course (See JAR-FCL 2.285) (See Appendix 1 to JAR-FCL 2.470)</p> <p><i>Amend paragraph 2</i></p> <p>2 Before commencing an ATPL(H) modular course an applicant shall be the holder of least a PPL(H) issued in accordance with ICAO Annex 1. The An applicant wishing to undertake an ATPL(H) modular course of theoretical knowledge instruction shall be required under the supervision of the Head of Training of an approved FTO to complete 550 450 hours (1 hour = 60 minutes instruction) of instruction for ATPL(H) theory within a period of 18 months. An applicant shall be the holder of a PPL(H) issued in accordance with ICAO Annex 1.</p> <p>Holders of an CPL(H) may have the theoretical instruction hours reduced by 250 200 hours.</p> | | LST # 20 | NPA-FCL 34 | |
| 101 | <p>NOTE: This LTE is only applicable to those NAAs that have implemented JAR-FCL 2 Amendment 4</p> <p>Appendix 2 to JAR-FCL 2.285 ATPL(H)/IR – Modular theoretical knowledge course (See JAR-FCL 2.285) (See Appendix 1 to JAR-FCL 2.470)</p> | | LST # 20 | NPA-FCL 34 | |

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| | <p><i>New Appendix</i></p> <p>1 The aim of this course is to train pilots who have not received the theoretical knowledge instruction during an integrated course to the level of theoretical knowledge required for the ATPL(H)/IR.</p> <p>2 Before comencing an ATPL(H) modular course an applicant shall be at least the holder of a PPL(H) issued in accordance with ICAO Annex 1. The applicant shall be required under the supervision of the Head of Training of an approved FTO to complete 650 hours (1 hour = 60 minutes instruction) of instruction for ATPL(H)/IR theory within a period of 18 months.</p> <p>Holders of a CPL(H)/IR may have the theoretical instruction hours reduced by 400 hours.</p> <p>Holders of a CPL(H) may have the theoretical instruction hours reduced by 250 hours and holders of an IR may have the theoretical instruction hours reduced by 150 hours.</p> | | | | |
| 102 | <p>NOTE: This LTE is only applicable to those NAAs that have implemented JAR-FCL 2 Amendment 4</p> <p>JAR-FCL 2.470 Contents of theoretical knowledge examinations (See Appendix 1 to JAR-FCL 2.470)</p> <p><i>Amend paragraphs (b), (c) and (d)</i></p> <p>(b) An applicant for the CPL(H) shall demonstrate a level of knowledge appropriate to the privileges granted in the following 13-9 subjects: Air Law; Aircraft General Knowledge - Airframe/Systems/Powerplant; Aircraft General Knowledge – Instrumentation; Flight Performance and Planning Mass and balance; Performance; Flight Planning and Monitoring; Human Performance;</p> | | LST # 20 | NPA-FCL 34 | |

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| | <p>Meteorology; General Navigation; Radio Navigation; Operational Procedures; Principles of flight; VFR Communications. The breakdown of subjects into examination papers and times allowed will be agreed within JAA Member States and stated in the associated procedures.</p> <p>(c) An applicant for an IR(H) shall demonstrate a level of knowledge appropriate to the privileges granted in the following 7 subjects: Air Law; Aircraft General Knowledge – Instrumentation; Flight Performance and Monitoring Planning; Human Performance; Meteorology; Radio Navigation; IFR Communications. The breakdown of subjects into examination papers and times allowed will be agreed within JAA Member States and stated in the associated procedures.</p> <p>(d) An applicant for the ATPL(H)/IR shall demonstrate a level of knowledge appropriate to the privileges granted in the following 14 subjects: Air law; Aircraft general Knowledge – Airframe/Systems/Powerplant; Aircraft General Knowledge – Instrumentation; Mass and Balance; Performance; Flight Planning and Monitoring; Human Performance; Meteorology; General Navigation; Radio Navigations; Operational Procedures; Principles of flight; VFR Communications; IFR Communications. The breakdown of subjects into examination papers and times allowed will be agreed within JAA Member States and stated in the Joint Implementation Procedures.</p> | | | | |
| 103 | <p><i>NOTE: This LTE is only applicable to those NAAs that have implemented JAR-FCL 2 Amendment 4</i></p> <p>JAR-FCL 2.475 Questions (See IEM FCL 2.475 (a) and (b)) (See Appendix 1 to JAR-FCL 2.470)</p> <p><i>Amend paragraph (a) and delete reference to IEM FCL 2.475 (a) and (b) under the title</i></p> | | LST # 20 | NPA-FCL 34 | |

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| | <p>(a) <i>The Central Question Bank.</i> Questions appropriate to the syllabuses (see Appendix 1 to JAR-FCL 2.470) will be held in a JAA Central Question Bank (CQB). Questions entered in the CQB will be composed in English, according to the method described in the JAA Administrative and Guidance Material, Section 5, Part 2, Chapter 18 Attachment 1 IEM-FCL-2.475(a), using abbreviations (see the JAA Administrative and Guidance Material, Section 5, Part 2, Chapter 18 Attachment 2 IEM-FCL-2.475(b)), and compiled in a computer compatible format. The questions will be in multiple choice format. An Authority may exercise discretion in the presentation of questions in an examination according to JAR-FCL 2.480.</p> | | | | |
| 104 | <p><i>NOTE: This LTE is only applicable to those NAAs that have implemented JAR-FCL 2 Amendment 4</i></p> <p>Appendix 1 to JAR-FCL 2.470 Theoretical Knowledge Syllabus – ATPL/IR, ATPL, CPL and IR (See JAR-FCL 2.470)</p> <p><i>Amend text at paragraph 1 (the table containing the theoretical knowledge syllabus remains unchanged)</i></p> <p>1. An applicant shall have received the relevant theoretical knowledge instruction on an approved course at an approved flying training organisation (FTO) according to the syllabus subjects and headline topics below (refer to the Detailed Theoretical Knowledge Syllabus and Learning Objectives in the JAA Administrative and Guidance Material, Section 5, Part 2, Chapter 19 Theoretical Knowledge Learning Objectives):</p> <p>(...)</p> | | LST # 20 | NPA-FCL 34 | |

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| 105 | <p>NOTE: This LTE is only applicable to those NAAs that have implemented JAR-FCL 2 Amendment 4</p> <p>AMC FCL 2.125 Syllabus of theoretical knowledge and flight instruction for the private pilot licence (helicopter) – PPL(H) (See JAR-FCL 2.125) (See Appendix 1 to JAR-FCL 2.125)</p> <p><i>Delete the syllabus of theoretical knowledge on pages 2-C-1 to 2-C-18 and amend the title; Maintain unchanged the syllabus of flight instruction on pages 2-C-19 to 2-C-27.</i></p> | | LST # 20 | NPA-FCL 34 | |
| 106 | <p>NOTE: This LTE is only applicable to those NAAs that have implemented JAR-FCL 2 Amendment 4</p> <p>IEM FCL 2.475(a) Construction of computer compatible questions (See JAR-FCL 2.475)</p> <p><i>Delete the existing text and insert:</i></p> <p>Moved to the JAA Administrative and Guidance Material, Section 5, Part 2, Chapter 18, Attachment 1.</p> | | LST # 20 | NPA-FCL 34 | |
| 107 | <p>NOTE: This LTE is only applicable to those NAAs that have implemented JAR-FCL 2 Amendment 4</p> <p>IEM FCL 2.475(b)</p> | | LST # 20 | NPA-FCL 34 | |

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| | <p>Common abbreviations to be used for the European CQB (See JAR-FCL 2.475)</p> <p><i>Delete the existing text and table and insert:</i></p> <p>Moved to the JAA Administrative and Guidance Material, Section 5, Part 2, Chapter 18, Attachment 2.</p> | | | | |
| 108 | <p><i>NOTE: This LTE is only applicable to those NAAs that have implemented JAR-FCL 2 Amendment 4</i></p> <p>IEM FCL 2.480 Distribution of examination questions</p> <p><i>Delete the existing text and table and insert:</i></p> <p>Moved to Administrative & Guidance Material, Section 5, Part 2, Chapter 10, Attachment 2.</p> | | LST # 20 | NPA-FCL 34 | |
| 109 | <p>Appendix 3 to JAR-FCL 1.240 Contents of the class/type rating/training/skill test and proficiency check on single-engine and multi-engine single-pilot aeroplanes (See JAR-FCL 1.240 through 1.262 and 1.295) (See Appendix 1 to JAR-FCL 1.246)</p> | | | | |

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| | <p><i>Add reference to Appendix 1 to JAR-FCL 1.246 under the title and amend paragraph 3</i></p> <p>3 The starred (*) items of section 3B and, for multi- multi engine, Section 6, shall be flown solely by reference to instruments if revalidation/renewal of an instrument rating is included in the skill test or proficiency check. If the starred (*) items are not flown solely by reference to instruments during the skill test or proficiency check, and when there is no crediting of instrument rating privileges, the type/class rating will be restricted to VFR only. For cross-crediting of the IR part of a type or class rating proficiency check see Appendix 1 to JAR-FCL 1.246.</p> | | | | |
| 110 | <p>Appendix 1 to JAR-FCL 1.246 Cross-crediting of the IR part of a type or class rating proficiency check (See JAR-FCL 1.246) (See Appendix 3 to JAR-FCL 1.240)</p> <p><i>Add reference to Appendix 3 to JAR-FCL 1.240 under the title and amend table and text below the table</i></p> <p>See ANNEX XI</p> | | | | |
| 111 | <p>Appendix 1 to JAR-FCL 1.520 & 1.525 MPL(A) – Integrated Multi-Crew Pilot Licence training course (See JAR-FCL 1.520) (See JAR-FCL 1.525) (See JAR-FCL 1.535) (See Appendix 1a to JAR-FCL 1.055) (See Appendix 1 to JAR-FCL 1.240 & 1.295) (See Appendix 2 to JAR-FCL 1.240 & 1.295)</p> | | | | |

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| | <p>(See Appendix 1 to JAR-FCL 1.261(c)(2)) (See Appenidx 1 to JAR-FCL 1.535) (See Appendix 2 to JAR-FCL 1.535) (See Appendix 1 to JAR-FCL 1.470) (See AMC FCL 1.261(a)) (See AMC FCL 1.520 & 1.525) (See IEM No. 1 to Appendix 1 to JAR-FCL 1.520 & 1.525) (See IEM No. 2 to Appendix 1 to JAR-FCL 1.520 & 1.525) (See JAR-OPS 1.945)</p> <p><i>Amend paragraph 9</i></p> <p>THEORETICAL KNOWLEDGE</p> <p>9 The theoretical knowledge syllabus is set out in Appendix 1 to JAR-FCL 1.470. An approved ATPL(A) theoretical knowledge course shall comprise at least 750 hours (1 hour = 60 minutes instruction) of instruction which can include classroom work, inter-active video, slide/tape presentation, learning carrels, computer based training, and other media as approved by the Authority, in suitable proportions.</p> <p>The 750 hours of instruction shall be divided between subjects as approved by the Authority. in such a way that in each subject the minimum hours are:</p> <table border="0"> <tr> <td>Subject</td> <td>hours</td> </tr> <tr> <td>Air Law</td> <td>40</td> </tr> <tr> <td>Aircraft General Knowledge</td> <td>80</td> </tr> <tr> <td>Flight Performance & Planning</td> <td>90</td> </tr> <tr> <td>Human Performance</td> <td>50</td> </tr> <tr> <td>Meteorology</td> <td>60</td> </tr> <tr> <td>Navigation</td> <td>150</td> </tr> </table> | Subject | hours | Air Law | 40 | Aircraft General Knowledge | 80 | Flight Performance & Planning | 90 | Human Performance | 50 | Meteorology | 60 | Navigation | 150 | | | | |
| Subject | hours | | | | | | | | | | | | | | | | | | |
| Air Law | 40 | | | | | | | | | | | | | | | | | | |
| Aircraft General Knowledge | 80 | | | | | | | | | | | | | | | | | | |
| Flight Performance & Planning | 90 | | | | | | | | | | | | | | | | | | |
| Human Performance | 50 | | | | | | | | | | | | | | | | | | |
| Meteorology | 60 | | | | | | | | | | | | | | | | | | |
| Navigation | 150 | | | | | | | | | | | | | | | | | | |

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| | <p>Operational Procedures _____ 20</p> <p>Principles of Flight _____ 30</p> <p>Communications _____ 30</p> <p>Other sub-division of hours may be agreed between the Authority and the FTO. The theoretical knowledge instruction for the type rating shall be in accordance with Appendix 1 to JAR-FCL 1.261(a).</p> | | | | |
| 112 | <p>JAR-FCL 3.100 Medical certificates (See IEM FCL 3.100)</p> <p>...</p> <p>(b) Initial issue of medical certificates. Initial Class 1 medical certificates shall be issued The issue of initial Class 1 certificates shall be by the AMS or, with the agreement of the Authority, by an AMC. The issue of initial Class 2 certificates shall be by the AMS or may be delegated to an AMC or AME.</p> <p>(c) Revalidation and renewal of medical certificates. At revalidation or renewal Class 1 or 2 medical certificates may be re-issued issued by an AMS, or may be delegated to , with the agreement of the Authority, by an AMC or an AME.</p> | | LST # 20 (WP 88-3/05) | NPA-FCL 33 | |
| 113 | <p>Medical</p> <p>Appendix 4 to Subparts B and C Metabolic, nutritinal and endocrine disorder systems (See JAR-FCL 3.175 and 3.295)</p> <p>...</p> <p>3 The use of antidiabetic drugs is disqualifying. In selected cases, however, the use of biguanides [glitazones, the combination of biguanides with glitazones]or alpha-glucosidase inhibitors may be</p> | | LST # 20 (WP 22/06) | NPA-FCL 33 | |

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| | acceptable for a Class 1 fit assessment with multi-pilot operations (Class 1 'OML') limitation or unrestricted (Class 2) certification a Class 2 fit assessment without a safety pilot (Class 2 'OSL') limitation . The use of sulphonylureas [or Glinides (Repaglinide/Nateglinide)] may be acceptable for restricted a Class 2 re-certification fit assessment with a safety pilot (Class 2 'OSL') limitation at revalidation or renewal . | | | | |
| 114 | <p>Medical</p> <p>Change of Text of Chapter 5 Manual of Aviation Medicine 6.5.</p> <p>See ANNEX XII</p> | | LST # 20 (WP 22/06) | NPA-FCL 33 | |
| 115 | <p>Medical</p> <p>Change of Text of Chapter 5 Manual of Aviation Medicine 6.7 as follows:</p> <p>6.7 [Aeromedical assessment]</p> <p>.....</p> <p>Type 1 diabetics requiring exogenous insulin are unfit to fly. The intrinsic risks of the disease itself are further increased by that of hypoglycaemia. No present injection regime or insulin infusion pumps are sufficiently efficient to act as an artificial pancreas. Nevertheless, progress in such developments as islet transplantation may require consideration in the future.</p> | | LST # 20 (WP 22/06) | NPA-FCL 33 | |

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| | <p>Type 2 diabetics fully controlled on diet alone may be [assessed as] fit [for] Class 1 and Class 2 [without limitations], subject to detailed follow-up at periodic medical examinations or at least annually. Those requiring [treatment with] biguanide [glitazones, the combination of glitazones with biguanides] or alpha-glucosidase inhibitors in addition may be acceptable [with a multi-pilot (Class 1 'OML') limitation for Class 1 applicants] and [without limitation for] Class 2 [applicants,] but the follow-up would need to be more stringent, namely 6 monthly. The use of sulphonylureas, [Repaglinide or Nateglinide] is unacceptable except for Class 2 [with a safety pilot (Class 2 'OSL') limitation].</p> <div style="border: 1px solid black; padding: 5px; margin: 10px auto; width: fit-content;"> <p><i>This Assessment applies to Class 1 and Class 2.</i></p> </div> | | | | |
| 116 | <p>Medical</p> <p>JAR-FCL 3.215 Ophthalmological requirements</p> <p>(b) An ophthalmological examination [by an ophthalmologist or a vision care specialist acceptable to the AMS (All abnormal and doubtful cases shall be referred to an ophthalmologist acceptable to the AMS)] is required at the initial examination []and shall include:</p> <p>...</p> <p>(7) Tonometry on clinical indication and []after the 40th birthday;</p> <p>...</p> <p>(d) Where, in certificate holders the functional performance standards (6/9 [(0,7)], []6/6 [(1,0)], N14,</p> <p>...</p> <p>examination.] The examination shall include:</p> <p>...</p> <p>[](6)Tonometry []after the 40th birthday [<i>on clinical indication</i>];</p> | JAR-FCL 3.215 | LST#22 | | |

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| | <p>Medical</p> <p>JAR–FCL 3.340 Visual requirements</p> <p>(b) (4) In an applicant with amblyopia, if the best corrected visual acuity of the amblyopic eye is worse than shall be 6/18 (0,3) 6/12, (0,5) or better or they can be assessed in accordance with paragraph 6(a) Appendix 13 to Subpart C. The applicant may be assessed as fit provided the visual acuity in the other eye is 6/6 (1,0) or better, with or without correction, and no significant pathology can be demonstrated.</p> <p>Appendix 13 to Subparts B and C Visual requirements (See JAR–FCL 3.215, 3.220, 3.335 and 3.340)</p> <p>6 (a) Monocularity Substandard vision in one eye</p> <p>(1) Monocularity Substandard vision in one eye, where only one eye meets the limits stated in JAR-FCL 3.220, entails unfitness for a an initial Class 1 certificate;</p> <p>(2) In the case of existing Class 1 holders who acquire substandard vision in one eye, the AMS may consider a fit assessment with an OML limitation if:</p> <ul style="list-style-type: none"> a) the better eye achieves distance acuity of 6/6, (1,0), (corrected or uncorrected); b) the better eye achieves intermediate visual acuity of N14 and N5 for near; c) in the case of acute loss of vision of the affected eye, a period of adaptation time has passed from the known point of visual loss, during which the pilot is assessed as unfit; d) there is no significant ocular pathology or risk of visual incapacitation less than 1% per annum in the better eye according to ophthalmological specialist assessment; e) a flight test with a suitable qualified pilot acceptable to the Authority, who is familiar with the potential difficulties associated with monocularity, must be satisfactory. | <p>JAR-FCL 3.340 and Appendix 3 to Subparts B and C</p> | <p>LST#22</p> | | |

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| | <p>(2–3) In the case of a Class 2 applicant who is functionally monocular, who has <i>substandard vision in one eye</i>, the AMS may consider a fit assessment if:</p> <p>(a) the monocularity occurred after the age of 5.</p> <p>(ba) at the time of initial examination, the better eye achieves the following: (i) distant visual acuity (corrected or uncorrected) of at least 6/6, (0,4 1.0); (ii) no refractive error; (iii) no history of refractive surgery; (iv) iii) no significant <i>ocular pathology in the better eye and a risk of visual incapacitation less than 1% per annum according to ophthalmological specialist assessment.</i></p> <p>(b) in cases of acute onset unilateral visual loss, a period of adaptation time must have passed from the known point of visual loss.</p> <p>(ce) a flight test with a suitable qualified pilot acceptable to the Authority, who is familiar with the potential difficulties associated with monocularity, must be satisfactory;</p> <p>(d) operational limitations, e.g in enclosed cockpits or use of goggles, as specified by the aviation authority, may apply.</p> <p>(b) Applicants with central vision in one eye below the limits stated in JAR FCL 3.220 may be assessed as fit at revalidation or renewal for Class 1 if the binocular visual field is normal and the underlying pathology is acceptable according to ophthalmological specialist assessment. A satisfactory flight test is and multi pilot (Class 1 ‘OML’) limitation are required.</p> <p>(c) In case of reduction of vision in one eye to below the limits stated in JAR FCL 3.340 a fit assessment at revalidation or renewal for Class 2 may be considered if the underlying pathology and the visual ability of the remaining eye are acceptable following ophthalmological evaluation acceptable to the AMS and subject to a satisfactory medical flight test, if indicated.</p> <p>(b) An applicant with a visual fields field defect may be considered as fit if the binocular visual field is normal and any underlying pathology is deemed to be</p> | | | | |

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| Ref # | Long Term Exemption | JAR-FCL reference | agreed | In NPA | Valid thru |
|-------|--|-------------------|--------|--------|------------|
| | <p>acceptable to the AMS. <i>If the binocular visual field is abnormal with reduced field in one eye only, then a fit assessment should be according to paragraph 6(a) above. If there is significant pathological field restriction in both eyes, or homonymous defects causing binocular field defect, the applicant shall be assessed as unfit.</i></p> | | | | |

Appendix 1 to JAR–FCL 1.130 & 1.135

Theoretical knowledge examination and skill test for the PPL(A)

(See JAR–FCL 1.130 and 1.135)

[(See Appendix 1 to JAR–FCL 1.125)

(See IEM FCL 1.135)]

THEORETICAL KNOWLEDGE EXAMINATION

[1 ***The procedures for the conduct of the PPL examination will be determined by the Authority.*** This examination shall be in written form and may be taken on one or more days at the discretion of the Authority and shall comprise nine Subjects as indicated below. ~~An examination paper may cover several Subjects.~~ The total time shall not exceed 6 hours and there shall be a total of at least 120 questions. ~~the following:~~ An examination paper may cover several subjects:

| Subject | Time | Subdivision of times is at the discretion of the Authority |
|-----------------------------------|------|--|
| Air Law and ATC Procedures | 0h45 | |
| Aircraft General Knowledge | 0h30 | |
| Flight Performance and Planning | 1h00 | |
| Human Performance and Limitations | 0h30 | |
| Meteorology | 0h30 | |
| Navigation | 1h00 | |
| Operational Procedures | 0h30 | |
| Principles of Flight | 0h45 | |
| Communications | 0h30 | |
| Total | 6h00 | |

~~At the discretion of the Authority,~~ Communication practical classroom testing may be conducted ~~at the~~ ***discretion of the Authority.*** ~~separately.~~

2 The majority of the questions shall be multiple choice.

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

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

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

Appendix 1 to JAR-FCL 2.261(b)
Flight instruction requirements for Type Rating Courses
 (See also JAR-FCL 2.262)
 (See AMC -FCL 2.261(c))

FLYING TRAINING
 (See JAR-FCL 2.220)

- 1 (a) The amount of flight instruction will depend on:
- (i) complexity of the helicopter type, handling characteristics, level of technology
 - (ii) category of helicopter (single-engine piston or turbine helicopter, multi-engine turbine and multi pilot helicopter);
 - (iii) previous experience of the applicant;
 - (iv) the availability of FSTDs.

(b) Flight Synthetic Training Devices (FSTDs)

The level of qualification and the complexity of the type will determine the amount of practical training that may be accomplished in FSTDs, including completion of the skill test. Prior to undertaking the skill test, a student shall demonstrate competency in the skill test items during the practical training.

2 Initial issue

The approved flight instruction (excluding skill test) shall comprise a total of at least:

| Helicopter types | In Helicopter | In Helicopter and FSTD associated training Credits |
|--------------------------------|---------------|---|
| SEP (H) | 5 hrs | Using FS C/D: At least 2 hrs helicopter and at least 6 hrs total Using FTD 2/3: At least 4 hrs helicopter and at least 6 hrs total |
| SET (H) under 3175 kg MTOM | 5 hrs | Using FS C/D: At least 2 hrs helicopter and at least 6 hrs total Using FTD 2/3: At least 4 hrs helicopter and at least 6 hrs total |
| SET(H) at or over 3175 kg MTOM | 8 hrs | Using FS C/D: At least 2 hrs helicopter and at least 10 hrs total Using FTD 2/3: At least 4 hrs helicopter and at least 10 hrs total |
| SPH MET (H) JAR/FAR 27 and 29 | 8 hrs | Using FS C/D: At least 2 hrs helicopter and at least 10 hrs total Using FTD 2/3: At least 4 hrs helicopter and at least 10 hrs total |
| MPH | 10 hrs | Using FS C/D: At least 2 hrs helicopter, and at least 12 hrs total Using FTD 2/3: At least 4 hrs helicopter, and at least 12 hrs total |

Holders of an ME IR(H) wishing to extend the IR(H) to the further ME type shall have additionally two hours flight training on type according to IFR which may be conducted in a FS C/D level or FTD level 2/3.

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3 Additional types

The approved flight instruction (excluding skill test) shall comprise a total of at least:

| Helicopter types | In Helicopter | In Helicopter and FSTD associated training Credits |
|-----------------------------------|---------------|--|
| SEP(H) to SEP(H) | 3 hrs | Using FS C/D: At least 1 hr helicopter and at least 4 hrs total Using FTD 2/3: At least 1 hr helicopter and at least 5 hrs total |
| SET(H) to SET(H) | 3 hrs | Using FS C/D: At least 1 hr helicopter and at least 4 hrs total Using FTD 2/3: At least 1 hr helicopter and at least 5 hrs total |
| Single Engine difference training | 1 hr | N/A |
| MET(H) to MET(H) | 5 hrs | Using FS C/D: At least 1 hr helicopter and at least 6 hrs total Using FTD 2/3: At least 2 hrs helicopter and at least 7 hrs total |
| Multi Engine difference training | 3 hrs | Using FS C/D: At least 1 hr helicopter and at least 4 hrs total Using FTD 2/3: At least 2 hrs helicopter and at least 6 hrs total |
| MPH to MPH | 5 hrs | Using FS C/D: At least 1 hr helicopter and at least 6 hrs total Using FTD 2/3: At least 2 hrs helicopter and at least 7 hrs total |

Holders of an ME IR(H) wishing to extend the IR(H) to further ME type shall have additionally two hours flight training on type according to IFR which may be conducted in a FS C/D level or FTD level 2/3.

SKILL TEST

7 On completion of the related flying training, the applicant shall take the type rating skill test in accordance with the Appendix 1 and 2, or 1 and 3, to JAR-FCL 2.240.

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ANNEX III

| National licence held | Total flying hours experience | Any further JAA requirements | Replacement JAR-FCL licence and conditions (where applicable) | Removal of conditions | |
|---|---|--|--|---|--|
| (1) | (2) | (3) | (4) | (5) | |
| CPL/IR(H) | >500 as PIC on single-pilot helicopters | None | CPL/IR(H) with type ratings restricted to single-pilot helicopters | obtain multi-pilot type rating as required by JAR-FCL 2.240 | [(i)] |
| CPL/IR(H) | <500 as PIC on single-pilot helicopters | Demonstrate to the Authority a knowledge of flight planning and flight performance as required by Appendix 1 to JAR-FCL 2.470 | as (4) (h) (i) | | [(j)] |
| CPL(H) | >500 as PIC on single-pilot helicopters | night qualification, if applicable | CPL(H), with type ratings restricted to single-pilot helicopters | | [(k)] |
| CPL(H) | <500 as PIC on single-pilot helicopters | night qualification, if applicable, demonstrate to the Authority a knowledge of flight performance and planning as required by Appendix 1 to JAR-FCL 2.470 | as (4) (j) (k) | | [(l)] |
| CPL(H) Without night qualification | >500 as PIC on single-pilot helicopters | | as (4) (k) and Restricted to day VFR operations | | obtain multi-pilot type rating as required by JAR-FCL 2.240 and a night qualification |
| CPL(H) Without night qualification | <500 as PIC on single-pilot helicopters | demonstrate to the Authority a knowledge of flight performance and planning as required by Appendix 1 to JAR-FCL 2.470 | as (4) (k) and Restricted to day VFR operations | | (n) |
| PPL/IR(H) | ≥ 75 in accordance with IFR | night qualification; if night flying privileges are not included in the instrument rating | PPL/IR(H) (the IR restricted to PPL) | demonstrate to the Authority a knowledge of flight performance and planning as required by Appendix 1 to JAR-FCL 2.470. | [(m)] (o) |
| PPL(H) | ≥ 75 on helicopters | demonstrate the use of radio navigation aids. | PPL (H) | | [(n)] (p) |

Appendix 1 to JAR-FCL 1.005

Minimum requirements for the issue of a JAR-FCL licence/authorisation on the basis of a national licence/authorisation issued in a JAA Member State

(See JAR-FCL 1.005(b)(3))

(See AMC FCL 1.005 & 1.015)

(See AMC FCL 1.125)

1 Pilot licences

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

(a) for ATPL(A) and CPL(A), complete as a proficiency check, type/class and instrument rating (IR if applicable) revalidation requirements of JAR-FCL 1.245(b)(1), JAR-FCL 1.245(c)(1)(i) or 1.245(c)(2) relevant to the privileges of the licence held.

(b) (i) for ATPL(A) and CPL(A) demonstrate to the satisfaction of the Authority that a knowledge of the relevant parts of JAR-OPS 1 and JAR-FCL (see AMC FCL 1.005 & 1.015) has been acquired;

(ii) for PPL(A) only demonstrate to the satisfaction of the Authority that a knowledge of the relevant parts of JAA Requirements (see AMC FCL 1.125) has been acquired;

(c) demonstrate a knowledge of English in accordance with JAR-FCL 1.200 if IR privileges are held;

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

| National licence held | Total flying hours experience | Any further JAA requirements | Replacement JAR-FCL licence and conditions (where applicable) | Removal of conditions | |
|--|--|---|---|---|-----|
| (1) | (2) | (3) | (4) | (5) | |
| ATPL(A) | >1 500 as PIC on multi-pilot aeroplanes | None | ATPL(A) | Not applicable | (a) |
| ATPL(A) | >1 500 on multi-pilot aeroplanes | None | as in (c)(4) | as in (c)(5) | (b) |
| ATPL(A) | >500 on multi-pilot aeroplanes | demonstrate to the satisfaction of the Authority a knowledge of flight planning and performance as required by Appendix 1 to JAR-FCL 1.470 | ATPL(A), with type rating restricted to co-pilot | Demonstrate ability to act as PIC as required by JAR-FCL Appendix 2 to JAR-FCL 1.240. | (c) |
| CPL/IR(A) and passed an ICAO ATPL theory test in the JAA Member State of licence issue | >500 on multi-pilot aeroplanes, or in multi-pilot operations on single-pilot aeroplanes JAR-FAR 23 commuter category in accordance with JAR-OPS 1 or equivalent national operational requirements. | (i) demonstrate to the satisfaction of the Authority a knowledge of flight planning and performance as required by Appendix 1 to JAR-FCL 1.470 (ii) meet remaining requirements of JAR-FCL 1.250(a)(1) & (2) | CPL/IR(A) with JAR-FCL ATPL theory credit | Not applicable | (d) |
| CPL/IR(A) | >500 on multi-pilot aeroplanes, or in multi-pilot operations on single-pilot aeroplanes JAR/FAR 23 commuter category in accordance with JAR-OPS 1 or equivalent national operational requirements. | (i) to pass an examination for JAR-FCL ATPL(A) knowledge in the JAA Member State of licence issue *(see text below table) (ii) meet remaining requirements of JAR-FCL 1.250(a)(1) & (2) | CPL/IR(A) with JAR-FCL ATPL theory credit | Not applicable | (e) |

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Appendix 1 to JAR–FCL 1.005 (continued)

| National licence held | Total flying hours experience | Any further JAA requirements | Replacement JAR–FCL licence and conditions (where applicable) | Removal of conditions | |
|-----------------------|--|--|---|--|-----|
| (1) | (2) | (3) | (4) | (5) | |
| 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 to the satisfaction of the Authority a knowledge of flight planning and flight performance as required by Appendix 1 to JAR-FCL 1.470 | as (4)(f) | Obtain multi-pilot type rating as required by JAR–FCL 1.240 | (g) |
| CPL(A) | >500 as PIC on single-pilot aeroplanes | night qualification, 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 qualification, if applicable; (ii) demonstrate to the satisfaction of the Authority a knowledge of flight performance and planning as required by Appendix 1 to JAR-FCL 1.470 | as (4)(h) | | (i) |
| PPL/IR(A) | ≥75 in accordance with IFR | night qualification if night flying privileges are not included in the instrument rating | PPL/IR(A) (the IR restricted to PPL) | demonstrate to the Authority a knowledge of flight performance and planning as required by Appendix 1 to JAR-FCL 1.470 | (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 JAR–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.

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ANNEX V

Appendix 2 to JAR-FCL 1.050

Crediting of theoretical knowledge for the issue of a CPL(A) – Bridge instruction and examination requirements.

(See JAR-FCL 1.050(b)(3))

Amend paragraphs 1 and 2, add new paragraph 3

1 An applicant shall have received theoretical knowledge bridge instruction on an approved course at an approved flying training organisation (FTO) according to the **differences identified in the Detailed Theoretical Knowledge Syllabus and Learning Objectives between CPL(H) and CPL(A), as set out in the JAA Administrative and Guidance Material, Section 5, Part 2, Chapter 19.** ~~syllabus subjects and headline topics below (refer to the Theoretical Knowledge Learning Objectives):~~

| | |
|--------------|--|
| 021-00-00-00 | AIRCRAFT GENERAL KNOWLEDGE – AIRFRAME AND SYSTEMS, ELECTRICS, POWERPLANT, EMERGENCY EQUIPMENT |
| 021-02-00-00 | AIRFRAME |
| 021-04-00-00 | LANDING GEAR, WHEELS, TYRES, BRAKES |
| 021-05-00-00 | FLIGHT CONTROLS |
| 021-06-00-00 | PNEUMATICS – PRESSURISATION AND AIR CONDITIONING |
| 021-10-00-00 | PISTON ENGINES |
| 021-11-00-00 | TURBINE ENGINES |
| 021-13-00-00 | OXYGEN SYSTEMS |
| 022-00-00-00 | AIRCRAFT GENERAL KNOWLEDGE – INSTRUMENTATION (A) |
| 022-02-00-00 | MEASUREMENT OF AIR DATA PARAMETERS |
| 022-06-00-00 | AEROPLANE: AUTOMATIC FLIGHT CONTROL SYSTEMS |
| 022-08-00-00 | TRIMS – YAW DAMPER – FLIGHT ENVELOPE PROTECTION |
| 022-12-00-00 | ALERTING SYSTEMS, PROXIMITY SYSTEMS |
| 022-13-00-00 | INTEGRATED INSTRUMENTS – ELECTRONIC DISPLAYS |
| 030-00-00-00 | FLIGHT PERFORMANCE AND PLANNING |
| 031-00-00-00 | MASS AND BALANCE – AEROPLANES |
| 031-01-00-00 | PURPOSE OF MASS AND BALANCE CONSIDERATIONS |
| 031-02-00-00 | LOADING |
| 031-04-00-00 | MASS AND BALANCE DETAILS OF AEROPLANES |
| 031-05-00-00 | DETERMINATION OF CG POSITION |
| 032-00-00-00 | PERFORMANCE – AEROPLANES |
| 032-01-00-00 | GENERAL |
| 032-02-00-00 | PERFORMANCE CLASS B – SINGLE ENGINE AEROPLANES |
| 032-03-00-00 | PERFORMANCE CLASS B – MULTI-ENGINE AEROPLANES |
| 032-04-00-00 | PERFORMANCE CLASS A – AEROPLANES CERTIFICATED UNDER CS-25 ONLY |

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

| | |
|--------------|--|
| 070-00-00-00 | OPERATIONAL PROCEDURES – AEROPLANE |
| 071-01-00-00 | GENERAL REQUIREMENTS |
| 071-02-00-00 | SPECIAL OPERATIONAL PROCEDURES AND HAZARDS (GENERAL ASPECTS) |

| | |
|--------------|----------------------------------|
| 080-00-00-00 | PRINCIPLES OF FLIGHT |
| 081-00-00-00 | PRINCIPLES OF FLIGHT – AEROPLANE |
| 081-01-00-00 | SUBSONIC AERODYNAMICS |
| 081-02-00-00 | HIGH SPEED AERODYNAMICS |
| 081-03-00-00 | Intentionally left blank |
| 081-04-00-00 | STABILITY |
| 081-05-00-00 | CONTROL |
| 081-06-00-00 | LIMITATIONS |
| 081-07-00-00 | PROPELLERS |
| 081-08-00-00 | FLIGHT MECHANICS |

2. An applicant shall demonstrate a level of knowledge appropriate to the privileges granted to the holder of a CPL(A) and shall meet the requirements set out in JAR-FCL 1 (Aeroplane) Subpart J.

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

a) ~~the examination papers in subjects Flight Performance and Principles of Flight (Aeroplane) are those defined in JAR-FCL 1.470(b).~~

b) ~~the examination papers in subjects Airframe and Systems, Electrics, Powerplant, Emergency Equipment, Instrumentation, Mass and Balance, Flight Planning and Flight Monitoring, and Operational Procedures shall cover the bridge topics defined in the syllabus above.~~

3. ***The applicant shall pass theoretical knowledge examinations as defined in JAR-FCL 1.470(b) for the following subjects:***

021 - Aircraft General Knowledge: Airframe and Systems, Electrics, Powerplant, Emergency Equipment

022 – Aircraft General Knowledge: Instrumentation

032 – Performance (Aeroplane)

070 – Operational Procedures, and

081 – Principles of Flight (Aeroplane).

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ANNEX VI

Appendix 3 to JAR–FCL 1.050

Crediting of theoretical knowledge for the issue of a ATPL(A)– Bridge instruction and examination requirements

(See JAR–FCL 1.050(b)(4))

Amend paragraphs 1 and 2, add new paragraph 3

1 An applicant shall have received theoretical knowledge bridge instruction on an approved course at an approved flying training organisation (FTO) according to the **differences identified in the Detailed Theoretical Knowledge Syllabus and Learning Objectives between ATPL(H) and ATPL(A), as set out in the JAA Administrative and Guidance Material, Section 5, Part 2, Chapter 19**, syllabus subjects and headline topics below (refer to the Theoretical Knowledge Learning Objectives):

| | |
|--------------|---|
| 021-00-00-00 | AIRCRAFT GENERAL KNOWLEDGE – AIRFRAME AND SYSTEMS, ELECTRICS, POWERPLANT, EMERGENCY EQUIPMENT |
| 021-02-00-00 | AIRFRAME |
| 021-04-00-00 | LANDING GEAR, WHEELS, TYRES, BRAKES |
| 021-05-00-00 | FLIGHT CONTROLS |
| 021-06-00-00 | PNEUMATICS – PRESSURISATION AND AIR CONDITIONING |
| 021-09-00-00 | ELECTRICS |
| 021-10-00-00 | PISTON ENGINES |
| 021-11-00-00 | TURBINE ENGINES |
| 021-13-00-00 | OXYGEN SYSTEMS |
| 022-00-00-00 | AIRCRAFT GENERAL KNOWLEDGE – INSTRUMENTATION (A) |
| 022-02-00-00 | MEASUREMENT OF AIR DATA PARAMETERS |
| 022-06-00-00 | AEROPLANE: AUTOMATIC FLIGHT CONTROL SYSTEMS |
| 022-08-00-00 | TRIMS – YAW DAMPER – FLIGHT ENVELOPE PROTECTION |
| 022-09-00-00 | AUTOTHROTTLE – AUTOMATIC THRUST CONTROL SYSTEM |
| 022-12-00-00 | ALERTING SYSTEMS, PROXIMITY SYSTEMS |
| 022-13-00-00 | INTEGRATED INSTRUMENTS – ELECTRONIC DISPLAYS |
| 030-00-00-00 | FLIGHT PERFORMANCE AND PLANNING |
| 031-00-00-00 | MASS AND BALANCE – AEROPLANES |
| 031-01-00-00 | PURPOSE OF MASS AND BALANCE CONSIDERATIONS |
| 031-02-00-00 | LOADING |
| 031-04-00-00 | MASS AND BALANCE DETAILS OF AEROPLANES |
| 031-05-00-00 | DETERMINATION OF CG POSITION |
| 032-00-00-00 | PERFORMANCE – AEROPLANES |
| 032-01-00-00 | GENERAL |
| 032-02-00-00 | PERFORMANCE CLASS B – SINGLE ENGINE AEROPLANES |
| 032-03-00-00 | PERFORMANCE CLASS B – MULTI-ENGINE AEROPLANES |

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| | |
|--------------|--|
| 032-04-00-00 | PERFORMANCE CLASS A AEROPLANES CERTIFICATED UNDER CS-25 ONLY |
| 033-00-00-00 | FLIGHT PLANNING AND FLIGHT MONITORING |
| 033-03-00-00 | FUEL PLANNING |
| 070-00-00-00 | OPERATIONAL PROCEDURES AEROPLANE |
| 071-01-00-00 | GENERAL REQUIREMENTS |
| 071-02-00-00 | SPECIAL OPERATIONAL PROCEDURES AND HAZARDS (GENERAL ASPECTS) |
| 080-00-00-00 | PRINCIPLES OF FLIGHT |
| 081-00-00-00 | PRINCIPLES OF FLIGHT AEROPLANE |
| 081-01-00-00 | SUBSONIC AERODYNAMICS |
| 081-02-00-00 | HIGH SPEED AERODYNAMICS |
| 081-03-00-00 | Intentionally left blank |
| 081-04-00-00 | STABILITY |
| 081-05-00-00 | CONTROL |
| 081-06-00-00 | LIMITATIONS |
| 081-07-00-00 | PROPELLERS |
| 081-08-00-00 | FLIGHT MECHANICS |

2. An applicant shall demonstrate a level of knowledge appropriate to the privileges granted to the holder of an ATPL(A) and shall meet the requirements set out in JAR-FCL 1 (Aeroplane) Subpart J.

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

e) the examination papers in subjects Flight Performance and Principles of Flight (Aeroplane) are those defined in JAR-FCL 1.470(a).

d) the examination papers in subjects Airframe and Systems, Electrics, Powerplant, Emergency Equipment, Instrumentation, Mass and Balance, Flight Planning and Flight Monitoring, and Operational Procedures shall cover the bridge topics defined in the syllabus above.

3. **The applicant shall pass theoretical knowledge examinations as defined in JAR-FCL 1.470(a) for the following subjects:**

021 - Aircraft General Knowledge: Airframe and Systems, Electrics, Powerplant, Emergency Equipment

022 – Aircraft General Knowledge: Instrumentation

032 – Performance (Aeroplane)

070 – Operational Procedures, and

081 – Principles of Flight (Aeroplane).

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ANNEX VII

Appendix 1 to JAR-FCL 1.125
PPL(A) training course – Summary
 (See JAR-FCL 1.125)
 (See AMC FCL 1.125)

Amend paragraph 2 and delete reference to AMC FCL 1.125 under the title

THEORETICAL KNOWLEDGE INSTRUCTION

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

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

| | | AEROPLANE | | HELICOPTER | |
|---------------------|--|-----------|--------|------------|--------|
| | | PPL | Bridge | PPL | Bridge |
| 010 00 00 00 | AIR LAW | | | | |
| 010 01 00 00 | INTERNATIONAL LAW: CONVENTIONS, AGREEMENTS AND ORGANISATIONS | x | | x | |
| 010 02 00 00 | AIRWORTHINESS OF AIRCRAFT, Annex 8 | x | | x | |
| 010 03 00 00 | AIRCRAFT NATIONALITY AND REGISTRATION MARKS | x | | x | |
| 010 04 00 00 | PERSONNEL LICENSING | x | | x | |
| 010 05 00 00 | RULES OF THE AIR | x | | x | |
| 010 06 00 00 | PROCEDURES FOR AIR NAVIGATION – AIRCRAFT OPERATIONS Doc. 8168-OPS/611, VOLUME 1 | x | | x | |
| 010 07 00 00 | AIR TRAFFIC SERVICES AND AIR TRAFFIC MANAGEMENT | x | | x | |
| 010 08 00 00 | AERONAUTICAL INFORMATION SERVICE | x | | x | |
| 010 09 00 00 | AERODROMES | x | | x | |
| 010 11 00 00 | SEARCH AND RESCUE | x | | x | |
| 010 12 00 00 | SECURITY | x | | x | |
| 010 13 00 00 | AIRCRAFT ACCIDENT INVESTIGATION | x | | x | |
| 010 15 00 00 | NATIONAL LAW | x | | x | |

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| | | AEROPLANE | | HELICOPTER | |
|--------------|--|-----------|--------|------------|--------|
| | | PPL | Bridge | PPL | Bridge |
| 021 00 00 00 | AIRCRAFT GENERAL KNOWLEDGE – AIRFRAME AND SYSTEMS, ELECTRICS, POWERPLANT, EMERGENCY EQUIPMENT | | | | |
| 021 01 00 00 | SYSTEM DESIGN, LOADS, STRESSES, MAINTENANCE | x | x | x | x |
| 021 02 00 00 | AIRFRAME | x | x | x | x |
| 021 03 00 00 | HYDRAULICS | x | x | x | x |
| 021 04 00 00 | LANDING GEAR, WHEELS, TYRES, BRAKES | x | x | x | x |
| 021 05 00 00 | FLIGHT CONTROLS | x | x | x | x |
| 021 07 00 00 | ANTI-ICING SYSTEMS | x | x | x | x |
| 021 08 00 00 | FUEL SYSTEM | x | x | x | x |
| 021 09 00 00 | ELECTRICS | x | x | x | x |
| 021 10 00 00 | PISTON ENGINES | x | x | x | x |
| 021 11 00 00 | TURBINE ENGINES | | | x | x |
| 021 12 00 00 | PROTECTION AND DETECTION SYSTEMS | | | x | x |
| 021 15 00 00 | HELICOPTER: ROTOR HEADS | | | x | x |
| 021 16 00 00 | HELICOPTER: TRANSMISSION | | | x | x |
| 021 17 00 00 | HELICOPTER: BLADES | | | x | x |
| | | AEROPLANE | | HELICOPTER | |
| | | PPL | Bridge | PPL | Bridge |
| 022 00 00 00 | AIRCRAFT GENERAL KNOWLEDGE – INSTRUMENTATION | | | | |
| 022 01 00 00 | SENSORS AND INSTRUMENTS | x | x | x | x |
| 022 02 00 00 | MEASUREMENT OF AIR DATA PARAMETERS | x | x | x | x |
| 022 03 00 00 | MAGNETISM – DIRECT READING COMPASS | x | x | x | x |
| 022 04 00 00 | GYROSCOPIC INSTRUMENTS | x | x | x | x |

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| | | AEROPLANE | | HELICOPTER | |
|------------------|---|-----------|--------|------------|--------|
| | | PPL | Bridge | PPL | Bridge |
| 022 10 00 | COMMUNICATION SYSTEMS | x | x | x | x |
| 022 12 00 | ALERTING SYSTEMS, PROXIMITY SYSTEMS | x | x | x | x |
| 022 13 00 | INTEGRATED INSTRUMENTS – ELECTRONIC DISPLAYS | x | x | x | x |

Overview - Long Term Exemption – December 2007

| | | AEROPLANE | | HELICOPTER | |
|--------------|---|-----------|--------|------------|--------|
| | | PPL | Bridge | PPL | Bridge |
| 030 00 00 00 | FLIGHT PERFORMANCE AND PLANNING | | | | |
| 031 00 00 00 | MASS AND BALANCE – AEROPLANES/HELICOPTERS | | | | |
| 031 01 00 00 | PURPOSE OF MASS AND BALANCE CONSIDERATIONS | x | x | x | x |
| 031 02 00 00 | LOADING | x | x | x | x |
| 031 03 00 00 | FUNDAMENTALS OF CG CALCULATIONS | x | x | x | x |
| 031 04 00 00 | MASS AND BALANCE DETAILS OF AIRCRAFT | x | x | x | x |
| 031 05 00 00 | DETERMINATION OF CG POSITION | x | x | x | x |

| | | AEROPLANE | | HELICOPTER | |
|--------------|---------------------------------|-----------|--------|------------|--------|
| | | PPL | Bridge | PPL | Bridge |
| 032 00 00 00 | PERFORMANCE – AEROPLANES | | | | |
| 032 01 00 00 | GENERAL | x | x | | |
| 032 02 00 00 | SINGLE-ENGINE AEROPLANES | x | x | | |

| | | AEROPLANE | | HELICOPTER | |
|--------------|--|-----------|--------|------------|--------|
| | | PPL | Bridge | PPL | Bridge |
| 033 00 00 00 | FLIGHT PLANNING AND FLIGHT MONITORING | | | | |
| 033 01 00 00 | FLIGHT PLANNING FOR VFR FLIGHTS | x | x | x | x |
| 033 03 00 00 | FUEL PLANNING | x | x | x | x |
| 033 04 00 00 | PRE-FLIGHT PREPARATION | x | x | x | x |
| 033 05 00 00 | ICAO FLIGHT PLAN (ATS Flight Plan) | x | x | x | x |
| 033 06 00 00 | FLIGHT MONITORING AND IN-FLIGHT RE-PLANNING | x | x | x | x |

| | | AEROPLANE | | HELICOPTER | |
|--------------|--|-----------|--------|------------|--------|
| | | PPL | Bridge | PPL | Bridge |
| 034 00 00 00 | PERFORMANCE – HELICOPTERS | | | | |
| 034 01 00 00 | GENERAL | | | x | x |
| 034 02 00 00 | PERFORMANCE – SINGLE ENGINE HELICOPTERS | | | x | x |

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| | | AEROPLANE | | HELICOPTER | |
|--------------|--|-----------|--------|------------|--------|
| | | PPL | Bridge | PPL | Bridge |
| 040 00 00 00 | HUMAN PERFORMANCE | | | | |
| 040 01 00 00 | HUMAN FACTORS: BASIC CONCEPTS | x | | x | |
| 040 02 00 00 | BASIC AVIATION PHYSIOLOGY AND HEALTH MAINTENANCE | x | | x | |
| 040 03 00 00 | BASIC AVIATION PSYCHOLOGY | x | | x | |

| | | AEROPLANE | | HELICOPTER | |
|--------------|----------------------------|-----------|--------|------------|--------|
| | | PPL | Bridge | PPL | Bridge |
| 050 00 00 00 | METEOROLOGY | | | | |
| 050 01 00 00 | <i>THE ATMOSPHERE</i> | x | | x | |
| 050 02 00 00 | WIND | x | | x | |
| 050 03 00 00 | THERMODYNAMICS | x | | x | |
| 050 04 00 00 | CLOUDS AND FOG | x | | x | |
| 050 05 00 00 | PRECIPITATION | x | | x | |
| 050 06 00 00 | AIR MASSES AND FRONTS | x | | x | |
| 050 07 00 00 | PRESSURE SYSTEMS | x | | x | |
| 050 08 00 00 | CLIMATOLOGY | x | | x | |
| 050 09 00 00 | FLIGHT HAZARDS | x | | x | |
| 050 10 00 00 | METEOROLOGICAL INFORMATION | x | | x | |

| | | AEROPLANE | | HELICOPTER | |
|--------------|--------------------------------|-----------|--------|------------|--------|
| | | PPL | Bridge | PPL | Bridge |
| 060 00 00 00 | NAVIGATION | | | | |
| 061 00 00 00 | GENERAL NAVIGATION | | | | |
| 061 01 00 00 | BASICS OF NAVIGATION | x | | x | |
| 061 02 00 00 | MAGNETISM AND COMPASSES | x | | x | |
| 061 03 00 00 | CHARTS | x | | x | |
| 061 04 00 00 | DEAD RECKONING NAVIGATION (DR) | x | | x | |
| 061 05 00 00 | IN-FLIGHT NAVIGATION | x | | x | |

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| | | AEROPLANE | | HELICOPTER | |
|------------------|--|-----------|--------|------------|--------|
| | | PPL | Bridge | PPL | Bridge |
| 062 00 00 | RADIO NAVIGATION | | | | |
| 062 01 00 | BASIC RADIO PROPAGATION THEORY | x | | x | |
| 062 02 00 | RADIO AIDS | x | | x | |
| 062 03 00 | RADAR | x | | x | |
| 062 06 00 | GLOBAL NAVIGATION SATELLITE SYSTEMS | x | | x | |

| | | AEROPLANE | | HELICOPTER | |
|---------------------|---|-----------|--------|------------|--------|
| | | PPL | Bridge | PPL | Bridge |
| 070 00 00 00 | OPERATIONAL PROCEDURES | | | | |
| 071 01 00 00 | GENERAL REQUIREMENTS | x | x | x | x |
| 071 02 00 00 | SPECIAL OPERATIONAL PROCEDURES AND HAZARDS (GENERAL ASPECTS) | x | x | x | x |
| 071 03 00 00 | EMERGENCY PROCEDURES | | | x | x |

| | | AEROPLANE | | HELICOPTER | |
|---------------------|---|-----------|--------|------------|--------|
| | | PPL | Bridge | PPL | Bridge |
| 080 00 00 00 | PRINCIPLES OF FLIGHT | | | | |
| 081 00 00 00 | PRINCIPLES OF FLIGHT – AEROPLANE | | | | |
| 081 01 00 00 | SUBSONIC AERODYNAMICS | x | x | | |
| 081 04 00 00 | STABILITY | x | x | | |
| 081 05 00 00 | CONTROL | x | x | | |
| 081 06 00 00 | LIMITATIONS | x | x | | |
| 081 07 00 00 | PROPELLERS | x | x | | |
| 081 08 00 00 | FLIGHT MECHANICS | x | x | | |

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

| | | AEROPLANE | | HELICOPTER | |
|--------------|---|-----------|--------|------------|--------|
| | | PPL | Bridge | PPL | Bridge |
| 090 00 00 00 | COMMUNICATIONS | | | | |
| 091 00 00 00 | VFR COMMUNICATIONS | | | | |
| 091 01 00 00 | DEFINITIONS | x | | x | |
| 091 02 00 00 | GENERAL OPERATING PROCEDURES | x | | x | |
| 091 03 00 00 | RELEVANT WEATHER INFORMATION TERMS (VFR) | x | | x | |
| 091 04 00 00 | ACTION REQUIRED TO BE TAKEN IN CASE OF COMMUNICATION FAILURE | X | | X | |
| 091 05 00 00 | DISTRESS AND URGENCY PROCEDURES | x | | x | |
| 091 06 00 00 | GENERAL PRINCIPLES OF VHF PROPAGATION AND ALLOCATION OF FREQUENCIES | x | | x | |

Further details of all theoretical knowledge instruction are set out in **the JAA Administrative and Guidance Material, Section 5, Part 2, Chapter 19** AMC FCL 1.125.

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ANNEX VIII

Appendix 2 to JAR–FCL 2.050

Crediting of theoretical knowledge for the issue of a CPL(H) – Bridge instruction and examination requirements.

(See JAR–FCL 2.050(b)(3))

Amend paragraphs 1 and 2, add new paragraph 3

1 An applicant shall have received theoretical knowledge bridge instruction on an approved course at an approved flying training organisation (FTO) according to the **differences identified in the Detailed Theoretical Knowledge Syllabus and Learning Objectives between CPL(A) and CPL(H), as set out in the JAA Administrative and Guidance Material, Section 5, Part 2, Chapter 19.** syllabus subjects and headline topics below (refer to the Theoretical Knowledge Learning Objectives):

| | |
|--------------|---|
| 021-00-00-00 | AIRCRAFT GENERAL KNOWLEDGE – AIRFRAME AND SYSTEMS, ELECTRICS, POWERPLANT, EMERGENCY EQUIPMENT |
| 021-02-00-00 | AIRFRAME |
| 021-04-00-00 | LANDING GEAR, WHEELS, TYRES, BRAKES |
| 021-05-00-00 | FLIGHT CONTROLS |
| 021-06-00-00 | PNEUMATICS – PRESSURISATION AND AIR CONDITIONING |
| 021-11-00-00 | TURBINE ENGINES |
| 021-13-00-00 | OXYGEN SYSTEMS |
| 021-14-00-00 | HELICOPTER: MISCELLANEOUS SYSTEMS |
| 021-15-00-00 | HELICOPTER: ROTOR HEADS |
| 021-16-00-00 | HELICOPTER: TRANSMISSION |
| 021-17-00-00 | HELICOPTER: BLADES |
| 022-00-00-00 | AIRCRAFT GENERAL KNOWLEDGE – INSTRUMENTATION (H) |
| 022-02-00-00 | MEASUREMENT OF AIR DATA PARAMETERS |
| 022-07-00-00 | HELICOPTER: AUTOMATIC FLIGHT CONTROL SYSTEMS |
| 022-12-00-00 | ALERTING SYSTEMS, PROXIMITY SYSTEMS |
| 022-13-00-00 | INTEGRATED INSTRUMENTS – ELECTRONIC DISPLAYS |
| 022-14-00-00 | MAINTENANCE, MONITORING AND RECORDING SYSTEMS |
| 030-00-00-00 | FLIGHT PERFORMANCE AND PLANNING |
| 031-00-00-00 | MASS AND BALANCE – HELICOPTERS |
| 031-01-00-00 | PURPOSE OF MASS AND BALANCE CONSIDERATIONS |
| 031-02-00-00 | LOADING |
| 033-00-00-00 | FLIGHT PLANNING AND FLIGHT MONITORING |
| 033-03-00-00 | FUEL PLANNING |
| 034-00-00-00 | PERFORMANCE – HELICOPTERS |
| 034-01-00-00 | GENERAL |

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| | |
|--------------|--|
| 034-02-00-00 | PERFORMANCE CLASS 3— SINGLE ENGINE HELICOPTERS ONLY |
| 034-03-00-00 | PERFORMANCE CLASS 2 |
| 034-05-00-00 | PERFORMANCE CLASS 1— HELICOPTERS CERTIFICATED UNDER CS-29 ONLY |

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

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

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

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

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

3. **The applicant shall pass theoretical knowledge examinations as defined in JAR-FCL 2.470(b) for the following subjects:**

021 - Aircraft General Knowledge: Airframe and Systems, Electrics, Powerplant, Emergency Equipment

022 – Aircraft General Knowledge: Instrumentation

034 – Performance (Helicopter)

070 – Operational Procedures, and

082 – Principles of Flight (Helicopter).

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ANNEX IX

Appendix 3 to JAR–FCL 2.050

Crediting of theoretical knowledge for the issue of a ATPL(H)– Bridge instruction and examination requirements

(See JAR–FCL 2.050(b)(4))

Amend paragraphs 1 and 2, add new paragraph 3

1 An applicant shall have received theoretical knowledge bridge instruction on an approved course at an approved flying training organisation (FTO) according to the **differences identified in the Detailed Theoretical Knowledge Syllabus and Learning Objectives between ATPL(A) and ATPL(H), as set out in the JAA Administrative and Guidance Material, Section 5, Part 2, Chapter 19**, syllabus subjects and headline topics below (refer to the Theoretical Knowledge Learning Objectives):

| | |
|--------------|---|
| 021-00-00-00 | AIRCRAFT GENERAL KNOWLEDGE – AIRFRAME AND SYSTEMS, ELECTRICS, POWERPLANT, EMERGENCY EQUIPMENT |
| 021-02-00-00 | AIRFRAME |
| 021-04-00-00 | LANDING GEAR, WHEELS, TYRES, BRAKES |
| 021-05-00-00 | FLIGHT CONTROLS |
| 021-06-00-00 | PNEUMATICS – PRESSURISATION AND AIR CONDITIONING |
| 021-11-00-00 | TURBINE ENGINES |
| 021-13-00-00 | OXYGEN SYSTEMS |
| 021-14-00-00 | HELICOPTER: MISCELLANEOUS SYSTEMS |
| 021-15-00-00 | HELICOPTER: ROTOR HEADS |
| 021-16-00-00 | HELICOPTER: TRANSMISSION |
| 021-17-00-00 | HELICOPTER: BLADES |
| 022-00-00-00 | AIRCRAFT GENERAL KNOWLEDGE – INSTRUMENTATION (H) |
| 022-02-00-00 | MEASUREMENT OF AIR DATA PARAMETERS |
| 022-07-00-00 | HELICOPTER: AUTOMATIC FLIGHT CONTROL SYSTEMS |
| 022-12-00-00 | ALERTING SYSTEMS, PROXIMITY SYSTEMS |
| 022-13-00-00 | INTEGRATED INSTRUMENTS – ELECTRONIC DISPLAYS |
| 022-14-00-00 | MAINTENANCE, MONITORING AND RECORDING SYSTEMS |
| 030-00-00-00 | FLIGHT PERFORMANCE AND PLANNING |
| 031-00-00-00 | MASS AND BALANCE – HELICOPTERS |
| 031-01-00-00 | PURPOSE OF MASS AND BALANCE CONSIDERATIONS |
| 031-04-00-00 | MASS AND BALANCE DETAILS OF AIRCRAFT |
| 033-00-00-00 | FLIGHT PLANNING AND FLIGHT MONITORING |
| 033-03-00-00 | FUEL PLANNING |
| 034-00-00-00 | PERFORMANCE – HELICOPTERS |

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

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

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

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

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

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

3. **The applicant shall pass theoretical knowledge examinations as defined in JAR-FCL 2.470(a) for the following subjects:**

- 021 - Aircraft General Knowledge: Airframe and Systems, Electrics, Powerplant, Emergency Equipment**
- 022 – Aircraft General Knowledge: Instrumentation**
- 034 – Performance (Helicopter)**
- 070 – Operational Procedures, and**
- 082 – Principles of Flight (Helicopter).**

Appendix 1 to JAR-FCL 2.125
PPL(H) training course – Summary
 (See JAR-FCL 2.125)
 (See AMC FCL 2.125)

Amend paragraph 2 and delete reference to AMC FCL 2.125 under the title

THEORETICAL KNOWLEDGE INSTRUCTION

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

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

| | | AEROPLANE | | HELICOPTER | |
|---------------------|--|-----------|--------|------------|--------|
| | | PPL | Bridge | PPL | Bridge |
| 010 00 00 00 | AIR LAW | | | | |
| 010 01 00 00 | INTERNATIONAL LAW: CONVENTIONS, AGREEMENTS AND ORGANISATIONS | x | | x | |
| 010 02 00 00 | AIRWORTHINESS OF AIRCRAFT, Annex 8 | x | | x | |
| 010 03 00 00 | AIRCRAFT NATIONALITY AND REGISTRATION MARKS | x | | x | |
| 010 04 00 00 | PERSONNEL LICENSING | x | | x | |
| 010 05 00 00 | RULES OF THE AIR | x | | x | |
| 010 06 00 00 | PROCEDURES FOR AIR NAVIGATION – AIRCRAFT OPERATIONS Doc. 8168-OPS/611, VOLUME 1 | x | | x | |
| 010 07 00 00 | AIR TRAFFIC SERVICES AND AIR TRAFFIC MANAGEMENT | x | | x | |
| 010 08 00 00 | AERONAUTICAL INFORMATION SERVICE | x | | x | |
| 010 09 00 00 | AERODROMES | x | | x | |
| 010 11 00 00 | SEARCH AND RESCUE | x | | x | |
| 010 12 00 00 | SECURITY | x | | x | |
| 010 13 00 00 | AIRCRAFT ACCIDENT INVESTIGATION | x | | x | |
| 010 15 00 00 | NATIONAL LAW | x | | x | |

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| | | AEROPLANE | | HELICOPTER | |
|--------------|--|-----------|--------|------------|--------|
| | | PPL | Bridge | PPL | Bridge |
| 021 00 00 00 | AIRCRAFT GENERAL KNOWLEDGE – AIRFRAME AND SYSTEMS, ELECTRICS, POWERPLANT, EMERGENCY EQUIPMENT | | | | |
| 021 01 00 00 | SYSTEM DESIGN, LOADS, STRESSES, MAINTENANCE | x | x | x | x |
| 021 02 00 00 | AIRFRAME | x | x | x | x |
| 021 03 00 00 | HYDRAULICS | x | x | x | x |
| 021 04 00 00 | LANDING GEAR, WHEELS, TYRES, BRAKES | x | x | x | x |
| 021 05 00 00 | FLIGHT CONTROLS | x | x | x | x |
| 021 07 00 00 | ANTI-ICING SYSTEMS | x | x | x | x |
| 021 08 00 00 | FUEL SYSTEM | x | x | x | x |
| 021 09 00 00 | ELECTRICS | x | x | x | x |
| 021 10 00 00 | PISTON ENGINES | x | x | x | x |
| 021 11 00 00 | TURBINE ENGINES | | | x | x |
| 021 12 00 00 | PROTECTION AND DETECTION SYSTEMS | | | x | x |
| 021 15 00 00 | HELICOPTER: ROTOR HEADS | | | x | x |
| 021 16 00 00 | HELICOPTER: TRANSMISSION | | | x | x |
| 021 17 00 00 | HELICOPTER: BLADES | | | x | x |

| | | AEROPLANE | | HELICOPTER | |
|--------------|---|-----------|--------|------------|--------|
| | | PPL | Bridge | PPL | Bridge |
| 022 00 00 00 | AIRCRAFT GENERAL KNOWLEDGE – INSTRUMENTATION | | | | |
| 022 01 00 00 | SENSORS AND INSTRUMENTS | x | x | x | x |
| 022 02 00 00 | MEASUREMENT OF AIR DATA PARAMETERS | x | x | x | x |
| 022 03 00 00 | MAGNETISM – DIRECT READING COMPASS | x | x | x | x |
| 022 04 00 00 | GYROSCOPIC INSTRUMENTS | x | x | x | x |
| 022 10 00 00 | COMMUNICATION SYSTEMS | x | x | x | x |
| 022 12 00 00 | ALERTING SYSTEMS, PROXIMITY SYSTEMS | x | x | x | x |
| 022 13 00 00 | INTEGRATED INSTRUMENTS – ELECTRONIC DISPLAYS | x | x | x | x |

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| | | AEROPLANE | | HELICOPTER | |
|--------------|---|-----------|--------|------------|--------|
| | | PPL | Bridge | PPL | Bridge |
| 030 00 00 00 | FLIGHT PERFORMANCE AND PLANNING | | | | |
| 031 00 00 00 | MASS AND BALANCE – AEROPLANES/HELICOPTERS | | | | |
| 031 01 00 00 | PURPOSE OF MASS AND BALANCE CONSIDERATIONS | x | x | x | x |
| 031 02 00 00 | LOADING | x | x | x | x |
| 031 03 00 00 | FUNDAMENTALS OF CG CALCULATIONS | x | x | x | x |
| 031 04 00 00 | MASS AND BALANCE DETAILS OF AIRCRAFT | x | x | x | x |
| 031 05 00 00 | DETERMINATION OF CG POSITION | x | x | x | x |

| | | AEROPLANE | | HELICOPTER | |
|--------------|---------------------------------|-----------|--------|------------|--------|
| | | PPL | Bridge | PPL | Bridge |
| 032 00 00 00 | PERFORMANCE – AEROPLANES | | | | |
| 032 01 00 00 | GENERAL | x | x | | |
| 032 02 00 00 | SINGLE-ENGINE AEROPLANES | x | x | | |

| | | AEROPLANE | | HELICOPTER | |
|--------------|--|-----------|--------|------------|--------|
| | | PPL | Bridge | PPL | Bridge |
| 033 00 00 00 | FLIGHT PLANNING AND FLIGHT MONITORING | | | | |
| 033 01 00 00 | FLIGHT PLANNING FOR VFR FLIGHTS | x | x | x | x |
| 033 03 00 00 | FUEL PLANNING | x | x | x | x |
| 033 04 00 00 | PRE-FLIGHT PREPARATION | x | x | x | x |
| 033 05 00 00 | ICAO FLIGHT PLAN (ATS Flight Plan) | x | x | x | x |
| 033 06 00 00 | FLIGHT MONITORING AND IN-FLIGHT RE-PLANNING | x | x | x | x |

| | | AEROPLANE | | HELICOPTER | |
|--------------|--|-----------|--------|------------|--------|
| | | PPL | Bridge | PPL | Bridge |
| 034 00 00 00 | PERFORMANCE – HELICOPTERS | | | | |
| 034 01 00 00 | GENERAL | | | x | x |
| 034 02 00 00 | PERFORMANCE – SINGLE ENGINE HELICOPTERS | | | x | x |

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| | | AEROPLANE | | HELICOPTER | |
|--------------|--|-----------|--------|------------|--------|
| | | PPL | Bridge | PPL | Bridge |
| 040 00 00 00 | HUMAN PERFORMANCE | | | | |
| 040 01 00 00 | HUMAN FACTORS: BASIC CONCEPTS | x | | x | |
| 040 02 00 00 | BASIC AVIATION PHYSIOLOGY AND HEALTH MAINTENANCE | x | | x | |
| 040 03 00 00 | BASIC AVIATION PSYCHOLOGY | x | | x | |

| | | AEROPLANE | | HELICOPTER | |
|--------------|----------------------------|-----------|--------|------------|--------|
| | | PPL | Bridge | PPL | Bridge |
| 050 00 00 00 | METEOROLOGY | | | | |
| 050 01 00 00 | <i>THE ATMOSPHERE</i> | x | | x | |
| 050 02 00 00 | WIND | x | | x | |
| 050 03 00 00 | THERMODYNAMICS | x | | x | |
| 050 04 00 00 | CLOUDS AND FOG | x | | x | |
| 050 05 00 00 | PRECIPITATION | x | | x | |
| 050 06 00 00 | AIR MASSES AND FRONTS | x | | x | |
| 050 07 00 00 | <i>PRESSURE SYSTEMS</i> | x | | x | |
| 050 08 00 00 | CLIMATOLOGY | x | | x | |
| 050 09 00 00 | FLIGHT HAZARDS | x | | x | |
| 050 10 00 00 | METEOROLOGICAL INFORMATION | x | | x | |

| | | AEROPLANE | | HELICOPTER | |
|--------------|--------------------------------|-----------|--------|------------|--------|
| | | PPL | Bridge | PPL | Bridge |
| 060 00 00 00 | NAVIGATION | | | | |
| 061 00 00 00 | GENERAL NAVIGATION | | | | |
| 061 01 00 00 | BASICS OF NAVIGATION | x | | x | |
| 061 02 00 00 | MAGNETISM AND COMPASSES | x | | x | |
| 061 03 00 00 | CHARTS | x | | x | |
| 061 04 00 00 | DEAD RECKONING NAVIGATION (DR) | x | | x | |
| 061 05 00 00 | IN-FLIGHT NAVIGATION | x | | x | |

Overview - Long Term Exemption – December 2007

| | | AEROPLANE | | HELICOPTER | |
|--------------|--|-----------|--------|------------|--------|
| | | PPL | Bridge | PPL | Bridge |
| 062 00 00 00 | RADIO NAVIGATION | | | | |
| 062 01 00 00 | BASIC RADIO PROPAGATION THEORY | x | | x | |
| 062 02 00 00 | RADIO AIDS | x | | x | |
| 062 03 00 00 | RADAR | x | | x | |
| 062 06 00 00 | GLOBAL NAVIGATION SATELLITE SYSTEMS | x | | x | |

| | | AEROPLANE | | HELICOPTER | |
|--------------|---|-----------|--------|------------|--------|
| | | PPL | Bridge | PPL | Bridge |
| 070 00 00 00 | OPERATIONAL PROCEDURES | | | | |
| 071 01 00 00 | GENERAL REQUIREMENTS | x | x | x | x |
| 071 02 00 00 | SPECIAL OPERATIONAL PROCEDURES AND HAZARDS (GENERAL ASPECTS) | x | x | x | x |
| 071 03 00 00 | EMERGENCY PROCEDURES | | | x | x |

| | | AEROPLANE | | HELICOPTER | |
|--------------|---|-----------|--------|------------|--------|
| | | PPL | Bridge | PPL | Bridge |
| 080 00 00 00 | PRINCIPLES OF FLIGHT | | | | |
| 081 00 00 00 | PRINCIPLES OF FLIGHT – AEROPLANE | | | | |
| 081 01 00 00 | SUBSONIC AERODYNAMICS | x | x | | |
| 081 04 00 00 | STABILITY | x | x | | |
| 081 05 00 00 | CONTROL | x | x | | |
| 081 06 00 00 | LIMITATIONS | x | x | | |
| 081 07 00 00 | PROPELLERS | x | x | | |
| 081 08 00 00 | FLIGHT MECHANICS | x | x | | |

Overview - Long Term Exemption – December 2007

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

| | | AEROPLANE | | HELICOPTER | |
|--------------|---|-----------|--------|------------|--------|
| | | PPL | Bridge | PPL | Bridge |
| 090 00 00 00 | COMMUNICATIONS | | | | |
| 091 00 00 00 | VFR COMMUNICATIONS | | | | |
| 091 01 00 00 | DEFINITIONS | x | | x | |
| 091 02 00 00 | GENERAL OPERATING PROCEDURES | x | | x | |
| 091 03 00 00 | RELEVANT WEATHER INFORMATION TERMS (VFR) | x | | x | |
| 091 04 00 00 | ACTION REQUIRED TO BE TAKEN IN CASE OF COMMUNICATION FAILURE | X | | X | |
| 091 05 00 00 | DISTRESS AND URGENCY PROCEDURES | x | | x | |
| 091 06 00 00 | GENERAL PRINCIPLES OF VHF PROPAGATION AND ALLOCATION OF FREQUENCIES | x | | x | |

Further details of all theoretical knowledge instruction are set out in **the JAA Administrative and Guidance Material, Section 5, Part 2, Chapter 19** AMC FCL 2.125.

Appendix 1 to JAR-FCL 1.246

Cross-crediting of the IR part of a type or class rating proficiency check

(See JAR-FCL 1.246)

(See Appendix 3 to JAR-FCL 1.240)

Add reference to Appendix 3 to JAR-FCL 1.240 under the title and amend table and text below the table

Credits shall be granted only when the holder is revalidating IR privileges for single engine and single pilot multi engine aeroplanes as appropriate

| When a proficiency check including IR is performed, and the holder has a valid: | Credit is valid towards the IR part in a proficiency check for: | |
|---|---|-----|
| (1) | (2) | |
| MP type rating | a. SE class * and b. SE type rating *, and c. SP ME class and type rating, only credits for Section 3b of Appendix 3 to JAR-FCL 1.240 | (a) |
| SP ME type rating, operated as single pilot | a. SP ME class and type rating , and b. SE class and type rating | (b) |
| SP ME type rating, restricted to MP operation | a. SP ME class and type rating *, and b. SE class and type rating * | (c) |
| SP ME class rating, operated as single pilot | a. SE class and type rating, and b. SP ME class and type rating | (d) |
| SP ME class rating, restricted to MP operation | a. SE class and type rating *, and b. SP ME class and type rating * | (e) |
| SP SE class rating | SE class and type rating | (f) |
| SP SE type rating | SE class and type rating | (g) |

* Provided within the previous 12 months **the applicant has flown** at least 3 IFR departures and approaches ~~have been performed~~ on a SP class or type of aeroplane in a single pilot operation, **or, for multi-engine aeroplanes, the applicant has passed Section 6 of Appendix 3 to JAR-FCL 1.240 flown solely by reference to instruments in single pilot operation.**

Change of Text of Chapter 5 Manual of Aviation Medicine 6.5. as follows:

.....

In selected cases, the use of oral hypoglycaemic drugs *antidiabetic medications* may be acceptable:

| Medication | Class 1 'OML' | Class 2 |
|--------------------------------|--|--|
| Biguanides | Yes (OML) | Yes |
| Alpha-glucosidase Inhibitors | Yes (OML), if used as single therapy or in combination with biguanides and or glitazones | Yes, if used as single therapy or in combination with biguanides and/or glitazones |
| Sulphonylureas | Not acceptable | Yes, with 'OSL' |
| Thiazolidinedione (Glitazones) | | |
| Rosiglitazone | Yes (OML) | Yes, without limitation |
| Pioglitazone | Yes (OML) | Yes, without limitation |
| Repaglinide/Nateglinide | Not acceptable | Yes, with 'OSL' |