



# Military Aircrew Accreditation Scheme

CAP 2254

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# Military Aircrew Accreditation Scheme (MAAS)

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## Military Aircrew Accreditation Scheme (MAAS)

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This document sets out the credits for UK Part-FCL licences available to UK military aircrew. These are established in a Credit Report prepared by No. 22 Group, RAF, in consultation with the CAA, in accordance with the Article 10 of UK Reg (EU) No. 1178/2011.

### Applicability

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The Military Aircrew Accreditation Scheme (MAAS) sets out the credits for UK Military Flight Crews for the purpose of obtaining Part-FCL licences, ratings or certificates. The MAAS does not make provisions for maintaining a Part-FCL licence, rating or certificate on the basis of military service or military testing. Part-FCL licences, ratings or certificates may only be maintained by satisfying the relevant Part-FCL revalidation or renewal requirements set out in Section 4 for the licence, rating or certificate, as applicable.

Applicants seeking to take advantage of these arrangements should comply with the requirements as they are specified in this CAP. Applications based upon combining partial compliance with the requirements for alternative routes will not be accepted.

Credits have been established for United Kingdom Armed Forces (UKAF) military qualifications explicitly referenced in this document only. No other credits are available.

The CAA will not assess the eligibility of individual military applicants or grant credits outside the scope of those set out in this document.

Individual service personnel requiring advice on the civil requirements to be met taking account of military credit should seek the advice of the ATO or DTO where they intend to do their training/testing.

Questions regarding the derivation of the accreditation scheme or suggestions for generic enhancements should be directed in writing to: FT ME SO2, Directorate of Flying Training, Building 1300, MoD Abbey Wood, BRISTOL, BS34 8JH or by e-mail to [22Gp-DFT-MAAS@mod.gov.uk](mailto:22Gp-DFT-MAAS@mod.gov.uk). Alternatively, contact the Flying Branch and NCA Advisors at HQ Air.

# Foreword

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## Foreword

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CAP 2254 replaces the information formerly found within CAP804, Part I, Section 4, Part O, concerning the Military Accreditation Scheme, it provides the latest information relevant to those individuals wishing to obtain a civil aircrew licence. Additionally, it includes information concerning credits permitted for those individuals who have completed training with the University Air Squadrons.

We acknowledge the assistance provided by No.22 Group, Royal Air Force, who represent all branches of the United Kingdom Armed Forces, in providing the relevant information to permit the Military Aircrew Accreditation Scheme to operate and provide support to the scheme.

Reference throughout this document to Part-FCL means the assimilated Regulation (EU) No. 1178/2011, also referred to as UK Reg (EU) No. 1178/2011.

Credits only apply to those individuals serving or who have served as commissioned or non-commissioned officers of HM Forces of the UK only, or individuals who are or have been attested into the University Air Squadron.

## Terminology

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The scheme for military credits is termed the Military Aircrew Accreditation Scheme (MAAS).

1. Service and ex-Service personnel of the UK Armed Forces (UKAF) are those who have been confirmed in role as Air Experience Flight pilots and have been awarded the Reserve Pilot (Air Experience) flying badge, are credited Elementary Flying Training and can assume EFT Graduate (EFTGs) status for the purposes of the MAAS.
2. Service and ex-Service personnel of the UK Armed Forces (UKAF) who have graduated from the Elementary Flying Training (EFT) Course element of UKAF aeroplane training are termed EFT Graduates (EFTGs).
3. Service and ex-Service personnel of the UKAF who have successfully passed the Single Engine Rotary Training Course element of UKAF helicopter training are termed Single Engine Rotary Pilots (SERPs).
4. Service and ex-Service personnel of the UKAF who have been awarded a UKAF pilot's flying badge ('wings') on aeroplanes or Service and ex-Service personnel of the UKAF who are QFIs on UAS, EFT or BFJT/BFT are termed Qualified Military Pilots (Aeroplanes) (QMP(A)s).

5. Service and ex-Service personnel in the UKAF who have been awarded a UKAF pilot's flying badge ('wings') on helicopters are termed Qualified Military Pilots (Helicopters) (QMP(H)s).
6. QMP(A)s who have been awarded an instructor category (or who have been assessed as Competent to Instruct), as a Qualified Flying Instructor (QFI), Qualified Pilot Instructor (QPI) or Flight Instructor (FI) on aeroplanes are termed QFIs within this CAP.
7. QMP(H)s who have been awarded an instructor category (or who have been assessed as Competent to Instruct) as a QHI on helicopters are termed QHIs.
8. BFJT – Basic Fast Jet Training (pilot training course)
9. MEPT – Multi Engine Pilot Training (pilot training course)
10. SERP – Single Engine Rotary Pilot (pilot training course)
11. SERW – Single Engine Rotary Wing (pilot training course)
12. SLIC – 60 Squadron Lead In Course (pilot training course)
13. MERW – Multi Engine Rotary Wing (pilot training course)
14. BFT – Basic Flying Training (replaces BFJT pilot training course using the Texan)
15. UAS – University Air Squadron student pilots
16. MAGS – Military Aviation Ground School (common ground school for military aircrew)

## Definitions

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Throughout this Document the following editorial practices and definitions shall apply:

- "Shall" and "Must" are used to indicate a mandatory requirement.
- "Expect" and "Should" are used to indicate strong obligation.
- "May" is used to indicate discretion.
- "Examiner" is used to indicate a person who holds a valid examiner authority issued by the UK CAA.
- "Applicant" is used to indicate a person who is seeking the issue, revalidation or renewal of a licence, certificate or rating.

## Gender

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The text within this manual is gender neutral.

## Appendices

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Each appendix (or in some cases part of an appendix) is in suitable form for removal and independent use.



## Amendments

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Amendments to CAP 2254 will be published as required.

Underlining is used to indicate new or revised text. Prior to the effective date of an amendment, the full version of CAP 2254 will be available on the CAA website ([www.caa.co.uk](http://www.caa.co.uk)). From the effective date of the amendment, the superseded version of CAP 2254 will be removed from the website.

The effective date of an instruction is stated at the foot of the page. Publication of a new edition means that all pages will have the same date; however, new instructions are effective on the amendment publication date.

## Supplementary Amendments

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Supplementary Amendments to CAP 2254 are issued for the following reasons:

- (a) to introduce an entirely new subject or a radical change to existing instructions;
- (b) to re-emphasise an existing instruction.

Supplementary Amendments will be incorporated into the main body of the document in a suitable and timely manner.

## Enquiries

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All enquiries concerning the text should be addressed to:

The Editor – CAP 2254  
Personnel Licensing Policy - Flight Operations  
Safety and Airspace Regulation Group  
Civil Aviation Authority  
Aviation House  
Beehive Ring Road  
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West Sussex  
RH6 0YR

E-mail: [FCLWEB@caa.co.uk](mailto:FCLWEB@caa.co.uk)

## Amendments, revision history and effective pages

| Chapter                 | Title   | Revision   |
|-------------------------|---|--|
| Chapter 1, Sections 1.1 | Requirements – Flight Radio Telephony Operators Licence (FRTOL)   | This section has been reworded and clarified, with the addition of English Language Proficiency (ELP) requirements.  |
| Chapter 2, Section 2.3  | Credits for QMP(A)s for a CPL(A)  | This section has been clarified.   |
| Chapter 2, Section 2.4  | Credits available for SERP graduates and QMP(H)s for a CPL(A)   | This section has been added.   |
| Chapter 2, Section 2.7  | Credits for QMP(A)s who hold or have held an Operational Category to operate military multi-pilot aircraft for an ATPL(A)   | The Shadow civilian equivalent has been clarified.<br><br>The requirement to complete differences training for the P8 Poseidon prior to the LST has been removed.<br><br>An Advanced UPRT credit has been added. |
| Chapter 2, Section 2.10 | Credits available for QMP(H)s who hold Military Unrestricted Green Instrument Rating (Helicopter) for the inclusion of an IR(A) in a Part-FCL licence (the IR(A) cannot be included in the LAPL(A)) | This section has been added.   |
| Chapter 2, Section 2.11 | Revalidation/ renewal of a Part-FCL Instrument Rating Credit (Aeroplanes)   | The scope has been extended to include renewal.<br><br>The conditions that need to be met have been clarified.   |

| Chapter                 | Title  | Revision  |
|-------------------------|--|---|
|                         |  | The banking of IR and ATPL theory credits has been clarified.   |
| Chapter 2, Section 2.12 | Credits available for QFIs for a Restricted FI(A)  | This section has been clarified.  |
| Chapter 2, Section 2.13 | Credits available for QFIs for a Class Rating Instructor (CRI)   | This section has been added.  |
| Chapter 3, Section 3.3  | Credits available for EFTGs and QMP(A)s for a CPL(H)   | This section has been added.  |
| Chapter 3, Section 3.9  | Credits available for QMP(A)s who hold Military Unrestricted Green Instrument Rating (Aeroplanes) for the inclusion of an IR(H) in a Part-FCL licence (the IR cannot be included in the LAPL(H)) | This section has been added.  |
| Chapter 3, Section 3.11 | Revalidation/ renewal of Part-FCL Instrument Rating Credit (Helicopters)   | The scope has been extended to include renewal.<br>The conditions that need to be met have been clarified.<br>The banking of IR and ATPL theory credits has been clarified. |
| Chapter 3, Section 3.12 | Credits available for QHIs for a Restricted FI(H)  | This section has been clarified.  |
| Chapter 4               | Transfer of a Military Aeroplane Class/Type  | A credit towards the training course for the issue of a MEP for MEPT graduates has been added.<br>The Shadow civilian equivalent has been clarified.                        |

| Chapter                | Title  | Revision  |
|------------------------|--|---|
|                        | rating to a Part-FCL Licence   | The requirement to complete differences training for the P8 Poseidon prior to the LST has been removed. |
| Chapter 6, Section 6.1 | Credits available towards the issue of an IR (Restricted) rating                 | This section has been added.  |
| Chapter 6, Section 6.2 | Credits available towards the revalidation/ renewal of an IR (Restricted) rating | This section has been added.  |
| Chapter 7              | Credits available for UAS Student Pilots for a LAPL(A)                           | This section has been added.  |

NOTE: Re-numbering has occurred throughout the manual in order to accommodate the addition of new sections.

## CHAPTER 1

# Requirements – Flight Radio Telephony Operators Licence (FRTOL)

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## 1. Flight Radio Telephony Operators Licence (FRTOL)

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### **1.1 Credits available for issue of a Flight Radio Telephony Operators Licence (FRTOL)**

Military Pilots qualified as an EFTG, SERP or QMP in this document will be credited the RTF Practical Test only.

The PPL Communications theoretical knowledge examination is valid for issue of the FRTOL for a period of 24 months from the date of passing the examination. Where the examination is taken together with the other PPL theoretical knowledge examinations and all examinations are passed in accordance with FCL.025(b)(2), it will be valid for 24 months from the date of successful completion of the PPL theoretical knowledge examinations in accordance with FCL.025(c)(i).

The CPL or ATPL Communications theoretical knowledge examination is valid for issue of the FRTOL for a period of 36 months from the date of passing the examination. Where the examination is taken together with the other CPL/ ATPL theoretical knowledge examinations and all examinations are passed in accordance with FCL.025(b)(2), it will be valid for 36 months from the date of successful completion of the CPL/ATPL theoretical knowledge examinations in accordance with FCL.025(c)(ii).

A pass in the practical RTF Communications test is valid for the grant of the FRTOL for 24 months.

Where RTF Communications test is taken together with the theoretical the knowledge examinations for the issue of a PPL, LAPL or NPPL, all examinations are passed in accordance with FCL.025(b)(2) and an application for the FRTOL is made as part of the pilot licence application, the RTF Communications test will be valid for 24 months following the final theoretical knowledge examination.

### **1.2 English Language Proficiency**

The requirements for language proficiency are specified in Part-FCL FCL.055. Compliance with these requirements is mandatory for the holders of Part-FCL licences in the circumstances set out in FCL.055, and compliance is mandatory for the holder of a United Kingdom FRTOL.

(a) “Operational Level” means ICAO Level 4

(b) “Extended Level” means ICAO Level 5

(c) “Expert Level” means ICAO Level 6

During the RTF Communications test an Examiner who has Level 6 proficiency in English and is authorised by the CAA as an English Language Assessor, will assess the applicant’s proficiency in English.

If the examiner assesses the candidate as being Expert Level 6 (the standard of a native speaker of English) they may certify to that effect on the applicable application form.

If the Examiner considers that the applicant is not at Level 6 the Examiner must not give a proficiency endorsement.

The applicant should then seek an expert assessment, such as through a CAA approved language school as detailed in Standards Document 31.

A FRTOL will not be issued unless and until the applicant has a valid endorsement of language proficiency at Level 4, 5 or 6.

## CHAPTER 2

# Requirements - Aeroplanes

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## 2 Aeroplanes - Requirements

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Applicants who qualify for credits under the terms of the MAAS may apply for the theoretical knowledge examination and skill test for a licence as specified in this document; or for a licence with lower privileges if the applicable requirements are met.

Flight hours in military aircraft as logged in UKAF military logbooks are recognised and accepted toward meeting the licence, class and type rating experience prerequisites of Part-FCL licences, ratings or certificates as appropriate.

### 2.1 Credits available for EFTGs and QMP(A)s for a LAPL(A) or PPL(A)

EFTGs or QMP(A)s will meet all of the requirements for the issue of a Part-FCL LAPL(A) or PPL(A) for aeroplanes, as applicable.

Refer to:

UK Reg (EU) No. 1178/2011, Annex I, Subpart B for the full LAPL (A) requirements,  
or

UK Reg (EU) No. 1178/2011, Annex I, Subpart C for the full PPL (A) requirements.

EFTG or QMP(A)s applicants may apply the credits below, towards satisfying the Part-FCL requirements.

#### Theoretical Knowledge Credits

All Military Aircrew who have completed MAGS or legacy ground school, are credited the requirement to complete a theoretical knowledge instruction course as set out in FCL.115 or FCL.210, as applicable, prior to attempting the theoretical knowledge examinations for the LAPL(A) (FCL.120) or PPL(A) (FCL.215), as applicable.

#### Flying Experience Credits

EFTGs or QMP(A)s with a minimum of 10 hours logged as PIC/P1 Captain or PICUS/1st Pilot Non-Captain are given full credit as regards the requirement to undergo a training course prior to undertaking the skill test for the issue of a LAPL(A) or PPL(A), as appropriate.

Applicants for the issue of a Part-FCL licence shall have fulfilled the experience requirements and prerequisites for the issue of a class rating as set out in Part- FCL

Subpart H (or experience for endorsement on a LAPL(A)) for the aeroplane used for the test.

The skill test will be conducted by the holder of a Flight Examiner Certificate issued in accordance with Part-FCL, in:

- an appropriate single pilot single-engine class military aeroplane, suitably equipped for the purpose, which has a Part 21 civilian equivalent class, or
- an appropriate single pilot single-engine class civilian aeroplane following training to the satisfaction of the Head of Training at an ATO or DTO.

EFTGs, BFJT and BFT graduates who have received theoretical knowledge as specified in AMC No 1 to FCL.800 are to submit evidence for the award of the aerobatic rating to their licences.

Further advice can be sought through the various Service Flying Clubs on the credits for LAPL(A) and PPL(A).

## 2.2 Credits for the Prefect T1 (Grob 120TP)

### Flying Experience

Individuals who complete their training using the Prefect T1 (Grob 120TP), Single Engine Turbine (SET) civilian equivalent aircraft, need to complete a differences training course with an ATO or DTO in order to gain a SEP Class Rating. The ATO or DTO will provide a course completion certificate and make a recommendation for skill test prior to such a test being completed with a Flight Examiner holding a Certificate issued in accordance with Part-FCL.

## 2.3 Credits available for QMP(A)s for a CPL(A)

QMP(A)s shall meet all of the requirements for the issue of a Part-FCL CPL(A) for aeroplanes.

Refer to:

UK Reg (EU) No. 1178/2011, Annex I, Subpart D for the full CPL(A) requirements.

QMP(A) applicants may apply the credits below, towards satisfying the Part-FCL requirements for a CPL(A).

### Theoretical Knowledge Credits

QMP(A)s are credited the requirement to complete a theoretical knowledge instruction course as set out in FCL.315 and Appendix 3, paragraphs A-E, as applicable, prior to attempting the theoretical knowledge examinations for the ATPL(A) or CPL(A), as applicable.



An applicant who passes the examinations at ATPL(A) level is reminded that the calendar validity periods for examinations set out in Part-FCL apply. Unless an IR(A) or ATPL(A) is gained within the calendar validity of the pass result, the theoretical knowledge examinations must be passed again to qualify for the IR(A) or ATPL(A).

### **Flying Experience Credits**

QMP(A)s with a minimum of 70 hours logged as PIC/P1 Captain or PICUS/1st Pilot Non-Captain are given full credit as regards the requirement to undergo a training course prior to undertaking the skill test for the issue of a CPL(A).

- UAS QFIs and EFT QFIs shall take that skill test in a single pilot single-engine aeroplane.
- BFJT/BFT (graduate or QFI) or FJ OCU graduates may take that skill test in a single pilot single engine aeroplane, or alternatively on a multi-engine aeroplane provided that they complete a MEP training course at an ATO prior to the CPL skill test.
- MEPT (or legacy course) graduates may take that skill test in a single engine or single pilot multi-engine aeroplane.

Applicants for the issue of a Part-FCL licence shall have fulfilled the experience requirements and prerequisites for the issue of a class or type rating as set out in Part-FCL Subpart H for the aeroplane to be used for the test.

The aeroplane used for the skill test shall meet the requirements for training aeroplanes and shall be certificated for the carriage of at least four persons, have a variable pitch propeller and retractable landing gear.

The skill test will be conducted by the holder of a Flight Examiner Certificate issued in accordance with Part-FCL, in:

- an appropriate class or type of military aeroplane on which the applicant is or has been qualified to operate as a QMP(A), suitably equipped for the purpose, which has a Part 21 civilian equivalent class or type, or
- an appropriate class of civilian aeroplane following training to the satisfaction of the Head of Training at an ATO, or
- an appropriate type of civilian aeroplane provided that the applicant has completed the Part-FCL requirements for inclusion of the rating for that type in a Part-FCL licence except the type rating skill test.

## 2.4 Credits available for SERP graduates and QMP(H)s for a CPL(A)

SERP graduates and QMP(H)s shall meet all of the requirements for the issue of a Part-FCL CPL(A) for aeroplanes.

Refer to:

UK Reg (EU) No. 1178/2011, Annex I, Subpart D for the full CPL(A) requirements.

SERP graduate and QMP(H) applicants may apply the credits below, towards satisfying the Part-FCL requirements for a CPL(A).

### Flying Experience Credits

SERP graduates and QMP(H)s with experience as PIC on helicopters shall be credited with up to the amount specified below towards the 200 hours total flight time required for licence application only:

SERP graduates – 30 hours, if the applicant meets the requirements for the PPL(H)

QMP(H)s – 100 hours, if the applicant meets the requirements for the CPL(H)

Note: Hours completed as PIC in a helicopter cannot be counted towards the pre-requisite flight time required prior to the start of the CPL modular course, or the individual experience requirements for the issue of a CPL(A) (for example the 50 hours as PIC on aeroplanes).

## 2.5 Credits available for QMP(A)s who hold or have held a Military Unrestricted Green Instrument Rating (Aeroplane) for a CPL(A) with IR(A)

QMP(A)s who hold or have held a Military Unrestricted Green Instrument Rating (Aeroplane) shall meet all the requirements for the issue of a Part-FCL CPL(A) and IR rating for aeroplanes.

Refer to:

UK Reg (EU) No. 1178/2011, Annex I, Subpart D for the full CPL(A) requirements, and Subpart G for the full IR(A) requirements.

QMP(A) applicants may apply the credits below, towards satisfying the Part-FCL requirements for aeroplanes.

### Theoretical Knowledge Credits

QMP(A)s who hold or have held a military Unrestricted Green IR (Aeroplane) are credited the requirement to complete a theoretical knowledge instruction course as set out in FCL.315 and Appendix 3, paragraphs A-C and FCL 615, as applicable, prior to attempting the theoretical knowledge examinations for the ATPL(A) or CPL(A) and IR(A), as applicable.

An applicant who passes the examinations at IR(A) or ATPL(A) level is reminded that the calendar validity periods for examination passes set out in Part-FCL apply. Unless an IR(A) or ATPL(A) are gained within the calendar validity of the pass results, the theoretical knowledge examinations must be passed again to qualify for the IR(A) or ATPL(A).

### **Flying Experience Credits**

QMP(A)s with a minimum of 70 hours logged as PIC/P1 Captain or PICUS/1<sup>st</sup> Pilot Non-Captain who hold or have held a Military Unrestricted Green Instrument Rating (Aeroplane) are given full credit as regards the requirement to undergo a training course prior to undertaking the skill test for the issue of a CPL(A) and skill test for the IR(A).

- UAS QFIs and EFT QFIs shall take that skill test in a single pilot single-engine aeroplane.
- BFJT/BFT (graduate or QFI) or FJ OCU graduates may take that skill test in a single pilot single engine aeroplane, or alternatively on a multi-engine aeroplane provided that they complete an MEP training course at an ATO prior to the CPL skill test and approved multi-engine IR(A) training at an ATO comprising at least 5 hours instruction in instrument flying in multi-engine aeroplanes, of which 3 hours may be in an FFS or FNPT II.
- MEPT (or legacy course) graduates may take the skill test in a single engine or single pilot multi-engine aeroplane.

Applicants for the issue of a Part-FCL licence or aircraft rating shall have fulfilled the experience requirements and prerequisites for the issue of a class or type rating as set out in Part FCL Subpart H for the aeroplane used for the test.

The aeroplane used for the CPL(A) skill test shall meet the requirements for training aeroplanes and shall be certificated for the carriage of at least four persons, have a variable pitch propeller and retractable landing gear.

The skill test(s) will be conducted by the holder of a Flight Examiner Certificate issued in accordance with Part-FCL, in:

- an appropriate class or type of military aeroplane on which the applicant is or has been qualified to operate as a QMP, suitably equipped for the purpose, which has a Part 21 civilian equivalent class or type, or
- a civilian aeroplane of the appropriate class following training to the satisfaction of the Head of Training at an ATO, or
- an appropriate type of civilian aeroplane provided that the applicant has completed the Part-FCL requirements for inclusion of the rating for that type in a Part-FCL licence except the type rating skill test.

## 2.6 Credits available for (QMP(A)s) who hold or have held a Military Restricted Green Instrument Rating (Aeroplane)

Qualified Military Pilots (Aeroplanes) (QMP(A)s) who hold or have held a Military Restricted Green Instrument Rating (Aeroplane) shall meet all the requirements for the issue of a Part-FCL CPL(A) and/or IR rating for aeroplanes. QMP(A) applicants may apply the credits below, towards satisfying the Part-FCL requirements.

Refer to;

UK Reg (EU) No. 1178/2011, Annex I, Subpart D for the full CPL (A) requirements, and

UK Reg (EU) No. 1178/2011, Annex I, Subpart G for the full IR (A) requirements

Credits are available for Qualified Military Pilots (Aeroplanes) (QMP(A)s) who hold or have held a Military Restricted Green Instrument Rating (Aeroplane) towards the requirements for the issue of a Part-FCL CPL(A) and/or IR rating for aeroplanes.

### Theoretical knowledge Credits

QMP(A)s are credited the requirement to complete a theoretical knowledge instruction course as set out in FCL.315 and Appendix 3, paragraphs A-C or Appendix 6, paragraph A, as applicable, prior to attempting the theoretical knowledge examinations for the ATPL(A), CPL(A)IR or IR(A) rating, as applicable.

### Flying Experience Credits

QMP(A)s with a minimum of 70 hours logged as PIC/P1 Captain or PICUS/1<sup>st</sup> Pilot Non-Captain who hold or have held a Military Restricted Green Instrument Rating (Aeroplane) are given full credit as regards the requirement to undergo a training course prior to undertaking the skill test for the issue of a CPL(A).

A QMP who holds or has held a Military Restricted Green Instrument Rating (Aeroplane) shall complete additional training to the satisfaction of the Head of Training of an ATO prior to taking an IR(A) skill test for the addition of an IR(A) rating to a Part-FCL CPL(A).

This additional training shall comprise the procedural instrument flying elements of the approved IR course.

- UAS QFIs and EFT QFIs shall take that skill test in a single pilot single-engine aeroplane.
- BFJT/BFT (graduate or QFI) or FJ OCU graduates may take that skill test in a single pilot single engine aeroplane, or alternatively on a multi-engine aeroplane provided that they complete an MEP training course at an ATO prior to the CPL skill test, and for the addition of an IR, approved multi-engine IR(A) training at an ATO comprising at least 5 hours instruction in instrument flying in multi-engine aeroplanes, of which 3 hours may be in an FFS or FNPT II.

- MEPT (or legacy course) graduates may take the skill test in a single engine or single pilot multi-engine aeroplane.

The aeroplane used for the skill test shall meet the requirements for training aeroplanes and shall be certificated for the carriage of at least four persons, have a variable pitch propeller and retractable landing gear. Applicants for the issue of a Part-FCL licence or Rating shall have fulfilled the experience requirements and prerequisites for the issue of a Class or Type rating as set out in Part FCL Subpart H for the aeroplane used for the test.

The skill test(s) will be conducted by the holder of a Flight Examiner Certificate issued in accordance with Part-FCL in,

- an appropriate class or type of military aeroplane, suitably equipped for the purpose, which has a Part 21 civilian equivalent class or type, or
- a civilian aeroplane of the appropriate class following training to the satisfaction of the Head of Training of an ATO, or
- an appropriate type of civilian aeroplane provided the applicant has completed the Part-FCL requirements for inclusion of that type in a Part-FCL licence except the type rating skill test.

## 2.7 Credits available for QMP(A)s who hold or have held an Operational Category to operate military multi-pilot aircraft for an ATPL(A)

QMP(A)s who hold or have held an Operational Category with a Military Unrestricted Green Instrument Rating (Aeroplane) to operate military multi-pilot aeroplanes shall meet all the requirements for the issue of a Part-FCL ATPL(A) for aeroplanes.

Refer to: Annex I, Subpart F for the full ATPL(A) requirements.

QMP(A) applicants who hold or have held an operational category with a Military Unrestricted Green Instrument Rating to operate military multi-pilot aeroplanes may apply the credits below, towards satisfying the Part-FCL requirements.

The following types are considered to be multi-pilot aeroplanes for this purpose:

|                                   |                                |
|-----------------------------------|--------------------------------|
| Airbus A400M                      | Andover                        |
| BAC 1-11                          | Bae 125                        |
| Bae 146                           | C17                            |
| Hercules (C1/C3 & C4/C5 variants) | Jetstream T3 (Jetstream 31/32) |
| Nimrod                            | Phenom* (Embraer 500/505)      |
| Poseidon (Boeing B737 300-900)    | River Joint                    |
| Sentinel (Bombardier BD 700)      | Sentry                         |
| Shadow* (Hawker BE300)            | Tristar (L1011)                |

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Voyager (Airbus A330/350)

Wedgetail (Boeing B737 300-900)

\*It should be noted that both the Phenom and Shadow civil equivalents are certified single pilot, therefore an ATPL(A) cannot be opened with these types.

### Theoretical Knowledge Credits

QMP(A)s who hold or have held an Operational Category and Unrestricted Military Green IR (Aeroplanes) are credited the requirement to complete a theoretical knowledge instruction course as set out in FCL.515 and Appendix 3, paragraph B prior to attempting the theoretical knowledge examinations for the ATPL(A).

### Flying Experience Credits

QMP(A)s who hold or have held an Operational Category and Unrestricted Military Green IR (Aeroplanes) to operate military multi-pilot aeroplanes, and who have satisfied the experience requirements for the issue of an ATPL(A) in aeroplanes as set out in Subpart F of Annex 1 to the Regulation, are given full credit as regards the MCC and the requirement to undergo a training course prior to undertaking the skill test for the issue of an ATPL(A).

Applicants for the issue of a Part-FCL licence shall have fulfilled the experience requirements and prerequisites for the issue of an aeroplane type rating as set out in Part-FCL Subpart H for the aeroplane to be used for the test.

The skill test will be conducted by the holder of a Type Rating Examiner (TRE) Certificate for the aeroplane type, issued under Part-FCL, in:

- an appropriate multi-pilot type of military aeroplane on which the applicant is or has been qualified to operate as a QMP, suitably equipped for the purpose, which has a Part 21 civilian equivalent: or
- an appropriate multi-pilot type of civilian aeroplane provided the applicant has completed the Part-FCL requirements for inclusion of that type with IR in a Part-FCL licence except the type rating skill test.

Currently there is no credit against Advanced Upset Prevention Recovery Training (UPRT) FCL.745.A, with the exception of individuals operating multi-engine aircraft with a civil type certificated equivalent, who have at least 500 hrs on the type ratings listed below (not including FSTD hours).

Poseidon (Boeing B737 300-900)

Wedgetail (Boeing B737 300-900)

Voyager (Airbus A330/350)

## **2.8 Credits available for QMP(A)s who hold or have held a Military Unrestricted Green Instrument Rating (Aeroplane) for the inclusion of an IR(A) in a Part-FCL aeroplane licence (the IR cannot be included in the LAPL(A));**

QMP(A)s who hold or have held a Military Unrestricted Green Instrument Rating (Aeroplane) shall meet all the requirements for the issue of a Part-FCL IR(A) for aeroplanes.

Refer to:

UK Reg (EU) No. 1178/2011, Annex I, Subpart G for the full IR(A) requirements.

QMP(A) applicants may apply the credits below, towards satisfying the Part-FCL requirements.

### **Theoretical Knowledge Credits**

QMP(A)s who hold or have held a Military Unrestricted Green Instrument Rating (Aeroplane) are credited the requirement to complete a theoretical knowledge instruction course as set out in FCL.615 and Appendix 6, prior to attempting the theoretical knowledge examinations for the IR(A).

### **Flying Experience Credits**

QMP(A)s with a minimum of 70 hours logged as PIC/P1 Captain or PICUS/1st Pilot Non-Captain who hold or have held a Military Unrestricted Green Instrument Rating (Aeroplane) are given full credit as regards the requirement to undergo a training course prior to undertaking the skill test for the issue the IR(A).

- UAS QFIs and EFT QFIs shall take that skill test in a single pilot single-engine aeroplane.
- BFJT/BFT (graduate or QFI) or FJ OCU graduates may take that skill test in a single pilot single engine aeroplane, or alternatively on a multi-engine aeroplane provided that they complete a MEP training course at an ATO prior to the CPL skill test and approved multi-engine IR(A) training at an ATO comprising at least 5 hours instruction in instrument flying in multi-engine aeroplanes, of which 3 hours may be in a FFS or FNPT II.
- MEPT (or legacy course) graduates may take that skill test in a single pilot single engine or single pilot multi-engine aeroplane.

Applicants for the issue of the IR(A) shall have qualified for the inclusion in their Part-FCL licence of the class or type of aeroplane used for the IR(A) skill test.

The skill test will be conducted by the holder of a Flight Examiner Certificate issued under Part-FCL, in:

- an appropriate class or type of military aeroplane on which the applicant is or has been qualified to operate as a QMP, suitably equipped for the purpose, which has a Part 21 civilian equivalent class or type, or
- a civilian aeroplane of an appropriate class or type held on the Part-FCL licence following IR training to the satisfaction of the Head of Training at an ATO.

## **2.9 Credits available for QMP(A)s who hold or have held a Military Restricted Green Instrument Rating (Aeroplane) for the inclusion of an IR(A) in a Part-FCL aeroplane licence (the IR(A) cannot be included in the LAPL(A));**

QMP(A)s who hold or have held a Military Restricted Green Instrument Rating (Aeroplane) shall meet all the requirements for the issue of a Part-FCL IR(A) for aeroplanes.

Refer to:

Annex I, Subpart G for the full IR(A) requirements.

QMP(A) applicants may apply the credits below, towards satisfying the Part-FCL requirements.

### **Theoretical Knowledge Credits**

QMP(A)s who hold or have held a Military Restricted Green Instrument Rating (Aeroplane) are credited the requirement to complete a theoretical knowledge instruction course as set out in FCL.615 and Appendix 6, prior to attempting the theoretical knowledge examinations for the IR(A).

### **Flying Training Credits**

A QMP who holds or has held only a Military Restricted Green Instrument Rating (Aeroplane) shall complete additional training to the satisfaction of the Head of Training of an ATO prior to taking an IR(A) skill test for the addition of an IR(A) rating to a Part-FCL licence. This additional training shall comprise the procedural instrument flying elements of the approved IR course.

- UAS QFIs and EFT QFIs shall take that skill test in a single pilot single-engine aeroplane.
- BFJT/BFT (graduate or QFI) or FJ OCU graduates may take that skill test in a single pilot single engine aeroplane, or alternatively on a multi-engine aeroplane provided that they complete an MEP training course at an ATO prior to the CPL skill test and approved multi-engine IR(A) training at an ATO comprising at least 5 hours instruction in instrument flying in multi-engine aeroplanes, of which 3 hours may be in a FFS or FNPT II.



- MEPT (or legacy course) graduates may take that skill test in a single engine or single pilot multi-engine aeroplane.

Applicants for the issue of the IR(A) shall have qualified for the inclusion in their Part-FCL licence of the class or type of aeroplane used for the IR(A) test.

The skill test(s) will be conducted by the holder of a Flight Examiner Certificate issued under Part-FCL, in:

- an appropriate class or type of military aeroplane on which the applicant is or has been qualified to operate as a QMP, suitably equipped for the purpose, which has a Part 21 civilian equivalent class or type, or
- a civilian aeroplane of an appropriate class or type held on the Part-FCL licence following IR training to the satisfaction of the Head of Training at an ATO.

## **2.10 Credits available for QMP(H)s who hold Military Unrestricted Green Instrument Rating (Helicopter) for the inclusion of an IR(A) in a Part-FCL licence**

QMPs who hold a Military Unrestricted Green Instrument Rating shall meet all the requirements for the issue of a Part-FCL Instrument Rating in accordance with UK Reg (EU) No. 1178/2011, Annex I, Subpart G for the full IR(A) or requirements.

NOTE: the IR(A) cannot be included in the LAPL(A)

QMP applicants may apply the credits below, towards satisfying the Part-FCL flying experience requirements for IR modular course (aeroplane).

### **Flying Experience Credits**

The holder of an IR(H) may have the amount of training required in Appendix 6A to UK Reg (EU) No. 1178/2011 reduced to 10 hours. This credit only applies to holders of a valid Unrestricted Green IR(H).

## **2.11 Revalidation/ renewal of a Part-FCL Instrument Rating Credit (Aeroplanes)**

QMP(A)s with a valid military IR(A) can revalidate or renew the IR(A) privileges contained within a Part-FCL licence on the basis of the military IR(A) subject to the following conditions being met:

- the Military Unrestricted Green Instrument Rating has been revalidated/renewed in a class or type for which they hold the civilian equivalent aeroplane rating in the Part-FCL licence, and

- the proficiency check to revalidate/renew the Military Unrestricted Green Instrument Rating was conducted by the holder of a Flight Examiner Certificate issued under Part-FCL, and
- the proficiency check to revalidate/renew the Military Unrestricted Green Instrument Rating was conducted following the civilian IR test schedule set out in Appendix 9 to Part-FCL.

A valid class or type rating needs to be held unless this is combined with a proficiency check as detailed in FCL. 625 and FCL.625 (A).

For example, a QMP(A) with a validity military IR who has revalidated/ renewed their Military Unrestricted Green Instrument rating on a Voyager can only renew their UK Part-FCL IR(A) if they hold a A330/350 on their UK Part-FCL licence, the test was conducted by a UK certified examiner with valid TRE(A) A330/350, TRI A330/350 and A330/A350 type rating (or SFE/SFI) and the proficiency check to revalidate/renew the Military Unrestricted Green Instrument Rating was conducted following the civilian IR test schedule set out in Appendix 9 to Part-FCL.

A check conducted solely under military rules cannot be accepted for this purpose.

**NOTE:** The credit applies to the IR only, not the ATPL theoretical examinations (FCL.025(c)(2) refers).

It is possible to renew a Part-FCL IR (A) based on the validity of a military IR(A), without being required to retake the IR examinations after 7 years. However, this does not maintain the validity of the ATPL examinations for the issue of a UK Part-FCL ATPL(A).

The ATPL theory credits on the UK licence are based on the Part-FCL IR (A). This means that, should the Part-FCL IR lapses by more than seven years, the ATPL theory credit expires, and the theoretical examinations need to be retaken in order to reinstate the Part-FCL ATPL(A) theory credit.

## 2.12 Credits available for QFIs for a Restricted FI(A)

QFIs shall meet all the requirements for the addition of a Part-FCL FI(A) certificate to a Part-FCL licence for aeroplanes.

Refer to:

UK Reg (EU) No. 1178/2011, Annex I, Subpart J for the full flight instructor certificate (FI(A)) requirements.

QFI applicants may apply the credits below, towards satisfying the Part-FCL requirements if they:

- hold a Part-FCL licence (except a LAPL(A))
- have been awarded an instructor category as a QFI qualified to teach the basic syllabus in single pilot propeller-driven aeroplanes (SET and/or SEP)

### **Theoretical Knowledge Credits**

QFIs are credited the requirement to complete a theoretical knowledge instruction course as set out in FCL.315 and Appendix 3, prior to attempting the theoretical knowledge examinations for the CPL(A).

### **Teaching and Learning Credits**

QFIs are credited with the 25-hour teaching and learning training course requirement, as set out in FCL.930 of the relevant instructor certificate, toward the issue of any Part- FCL instructor certificate.

### **Flying Course Credits**

QFIs who are compliant with the prerequisite requirements for the application for a restricted FI(A) certificate are required to complete training at the discretion of the Head of Training at an ATO or DTO approved to conduct FI(A) courses.

QFI applicants must pass an assessment of competence (AoC) for the issue of a Restricted FI(A) certificate on a class of single pilot single-engine aeroplane for which the QFI holds a valid class rating in their Part-FCL licence.

QFI applicants who provide evidence that the experience requirements of FCL.910.FI(c) have been met previously using the instructor privileges on their military qualifications may have the Part-FCL instructor certificate issued without the privileges restricted.

### **QMPs qualified on the Prefect T1**

QMPs qualified on the Prefect T1 need to ensure they have flown the 30-hour requirement of FCL.915.FI (b)(3) in Single Engine Piston aeroplanes.

QFI applicants who provide evidence that the experience requirements of FCL.910. FI(c) have been met previously in single pilot SET and/or SEP aeroplanes using the instructor privileges on their military qualifications may have the Part-FCL instructor certificate issued without the privileges restricted.

### **Addition of Night/Aerobatics privileges**

QFI applicants for a FI(A) certificate who hold a night or aerobatic rating on their Part-FCL licence may have the respective instructor privilege added to their flight instructor certificate by

- demonstrating the ability to instruct for that rating during the assessment of competence; or
- if not able to satisfy the above requirement at issue of the FI rating, meet the relevant requirements of Part-FCL.

## 2.13 Credits available for QFIs for a Class Rating Instructor (CRI)

QFIs shall meet all the requirements for the addition of a Part-FCL CRI certificate to a Part FCL licence for aeroplanes.

Refer to:

UK Reg (EU) No. 1178/2011, Annex I, Subpart J for the Class Rating Instructor certificate (CRI) requirements.

QFI applicants may apply the credits below, towards satisfying the Part-FCL requirements if they:

- hold a Part-FCL licence (except a LAPL(A))
- have been awarded an instructor category (or have been assessed as Competent to Instruct) as a QFI on single pilot aeroplanes,
- meet the prerequisites of FCL.915.CRI (a)

(a) for single-engine aeroplanes:

- comply with the prerequisites of FCL.CRI.915 and training course as per FCL.930.CRI
  - 300 hours flight time as a pilot on aeroplanes;
  - 30 hours as PIC on the applicable class or type of aeroplane.

### Teaching and Learning Credits

QFIs are credited with the 25-hour teaching and learning training course requirement, as set out in FCL.930.CRI(a)(1) toward the issue of CRI.

### Flying course credits

No credits available.

QFI applicants must pass an assessment of competence (AoC) for the issue of a CRI certificate on a class of single pilot single-engine aeroplane for which the QFI holds a valid class rating in their Part-FCL licence.

### Addition of Aerobatics privileges

QFI applicants for a CRI(A) certificate who hold an aerobatic rating on their Part-FCL licence may have the respective instructor privilege added to their class rating instructor certificate by

- demonstrating the ability to instruct for that rating during the assessment of competence; or
- if not able to satisfy the above requirement at issue of the CRI rating, meet the relevant requirements of Part-FCL.

## CHAPTER 3

# Requirements - Helicopters

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## 3 Helicopters - Requirements

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Applicants who qualify for credits under the terms of the MAAS may apply for the theoretical knowledge examination and skill test for a licence as specified in this document; or for a licence with lower privileges if the applicable requirements are met.

Flight hours in military aircraft as logged in UKAF military logbooks are recognised and accepted toward meeting the licence, class and type rating experience prerequisites of Part-FCL licences, ratings or certificates as appropriate.

### 3.1 Credits available for SERPs or QMP(H)s for a LAPL(H) or PPL(H)

SERPs or QMP(H)s shall meet all the requirements for the issue of a Part-FCL LAPL(H) or PPL(H) for helicopters, as applicable.

Refer to:

UK Reg (EU) No. 1178/2011, Annex I, Subpart B for the full LAPL (H) requirements,  
or

UK Reg (EU) No. 1178/2011, Annex I, Subpart C for the full PPL (H) requirements.

SERP or QMP(H) applicants may apply the credits below, towards satisfying the Part- FCL requirements.

#### Theoretical Knowledge Credits

SERPs or QMP(H)s are credited the requirement to complete a theoretical knowledge instruction course as set out in FCL.115 or FCL.210, as applicable, prior to attempting the theoretical knowledge examinations for the LAPL(H) (FCL.120) or PPL(H) (FCL.215), as applicable.

#### Flying Experience Credits

SERPs or QMP(H)s with a minimum of 10 hours logged as PIC/P1 Captain or PICUS/1<sup>st</sup> Pilot non-Captain are given full credit as regards the requirement to undergo a training course prior to undertaking the skill test for the issue of a LAPL(H) or PPL(H), as appropriate.

Applicants for the issue of a Part-FCL licence shall have fulfilled the experience requirements and prerequisites for the issue of a type rating as set out in Part FCL Subpart H (or experience for endorsement on a LAPL(H)) for the helicopter used for the test.

The skill test will be conducted by the holder of a Flight Examiner Certificate issued under Part-FCL, in:

- a single pilot single-engine type of military helicopter on which the graduate completed the Single Engine Rotary Training Course, suitably equipped for the purpose, which has a Part 21 civilian equivalent type; or
- an appropriate single pilot single-engine type of civilian helicopter for which the applicant has completed the Part-FCL requirements for inclusion of that type in a Part-FCL licence, except the type rating skill test.

### 3.2 Credits available for QMP(H)s for a CPL(H)

QMP(H)s shall meet all the requirements for the issue of a Part-FCL CPL(H) for helicopters.

Refer to:

UK Reg (EU) No. 1178/2011, Annex I, Subpart D for the full CPL (H) requirements.

QMP(H) applicants may apply the credits below, towards satisfying the Part-FCL requirements.

#### Theoretical Knowledge Credits

QMP(H)s are credited the requirement to complete a theoretical knowledge instruction course as set out in FCL.315 and Appendix 3, paragraphs F-K, as applicable, prior to attempting the theoretical knowledge examinations for the ATPL(H) with IR, ATPL(H) without IR, or CPL(H), as applicable.

An applicant who passes the examinations at ATPL(H) with or without IR level is reminded that the calendar validity periods set out in Part-FCL apply. Unless an ATPL(H) is gained within the validity of the pass result, theoretical knowledge examinations must be passed again to qualify for the ATPL(H).

An applicant who passes the examinations at ATPL(H) with IR level is reminded that the calendar validity periods set out in Part-FCL apply. Unless an IR(H) is gained within the validity of the pass result, theoretical knowledge examinations must be passed again to qualify for the IR(H).

#### Flying Experience Credits

QMP(H)s with a minimum of 70 hours logged as PIC/P1 Captain or PICUS/1st Pilot Non-Captain are given full credit as regards the requirement to undergo a training course prior to undertaking the skill test for the issue of a CPL(H).

Applicants for the issue of a Part-FCL licence shall have fulfilled the experience requirements and prerequisites for the issue of a type rating as set out in Part FCL Subpart H for the helicopter used for the skill test.

The helicopter used for the skill test shall meet the requirements for training helicopters.

- A QMP(H) for Single Engine Helicopters only who has not graduated from all SERW, SLIC and MERW (or legacy) courses, or who does not hold (or has not held) an operational category to operate military Multi-Engine helicopters, may take that skill test in a Single Pilot Single Engine helicopter, alternatively the test may be taken in a Single Pilot Multi-Engine helicopter provided they complete the ME helicopter type rating training course at an ATO prior to the CPL skill test.
- A QMP(H) who has graduated from all SERW, SLIC and MERW (or legacy) courses, or holds (or has held) an operational category to operate military multi-engine helicopters, may take that skill test in a single pilot multi-engine helicopter.

The skill test will be conducted by the holder of a Flight Examiner Certificate issued under Part-FCL, in:

- an appropriate type of military helicopter on which the applicant is or has been qualified to operate as a QMP, suitably equipped for the purpose, which has a Part 21 civilian equivalent type, or
- an appropriate type of civilian helicopter provided the applicant has completed the Part-FCL requirements for inclusion of that type in a Part-FCL licence except the type rating skill test.

### 3.3 Credits available for EFTGs and QMP(A)s for a CPL(H)

EFTGs and QMP(A)s shall meet all of the requirements for the issue of a Part-FCL CPL(H) for aeroplanes.

Refer to:

UK Reg (EU) No. 1178/2011, Annex I, Subpart D for the full CPL(H) requirements.

EFTG and QMP(A) applicants may apply the credits below, towards satisfying the Part-FCL requirements for a CPL(H).

#### **Flying Experience Credits**

EFTGs and QMP(A)s with experience as PIC on aeroplanes shall be credited with up to the amount specified below towards the 185 hours total flight time required for licence application only:

EFTGs – 20 hours, if the applicant meets the requirements for the PPL(A)

QMP(A)s – 50 hours, if the applicant meets the requirements for the CPL(A)

Note: Hours completed as PIC in an aeroplane cannot be counted towards the pre-requisite flight time required prior to the start of the CPL modular course, or the individual experience requirements for the issue of a CPL(H) (for example the 50 hours as PIC on helicopters).

### **3.4 Credits available for QMP(H)s who hold or have held a Military Unrestricted Green Instrument Rating (Helicopter) for a CPL(H) with IR(H)**

QMP(H)s who hold or have held a Military Unrestricted Green Instrument Rating (Helicopter) shall meet all the requirements for the issue of a Part-FCL CPL(H) and/or IR rating for helicopters.

Refer to:

UK Reg (EU) No. 1178/2011, Annex I, Subpart D for the full CPL (H) requirements, and

UK Reg (EU) No. 1178/2011, Annex I, Subpart G for the full IR (H) requirements.

QMP(H) applicants may apply the credits below, towards satisfying the Part-FCL requirements.

#### **Theoretical Knowledge Credits**

QMP(H)s are credited the requirement to complete a theoretical knowledge instruction course as set out in FCL.315 and Appendix 3, paragraphs F-K and FCL 615, as applicable, prior to attempting the theoretical knowledge examinations for the ATPL(H) with IR or ATPL(H) (VFR) and IR(H) or CPL(H) and IR(H), as applicable.

An applicant who passes the examinations at ATPL(H) with or without IR level is reminded that the calendar validity periods set out in Part-FCL apply. Unless an ATPL(H) is gained within the validity of the pass result, the theoretical knowledge examinations must be passed again to qualify for the ATPL(H).

An applicant who passes the examinations at ATPL(H) with IR level or at IR(H) level is reminded that the calendar validity periods set out in Part-FCL apply. Unless an IR(H) is gained within the validity of the pass result, the theoretical knowledge examinations must be passed again to qualify for the IR(H).

#### **Flying Experience Credits**

QMP(H)s with a minimum of 70 hours logged as PIC/P1 Captain or PICUS/1st Pilot Non-Captain who hold or have held a Military Unrestricted Green Instrument Rating (Helicopter) are given full credit as regards the requirement to undergo a training course prior to undertaking the skill test(s) for the issue of a CPL(H) and IR(H).

Applicants for the issue of a Part-FCL licence shall have fulfilled the experience requirements and prerequisites for the issue of a type rating as set out in Part FCL Subpart H for the helicopter used for the test.

The helicopter used for the skill test shall meet the requirements for training helicopters.



- A QMP(H) for Single Engine Helicopters only who has not graduated from all SERW, SLIC and MERW (or legacy) courses, or who does not hold (or has not held) an operational category to operate military Multi-Engine helicopters, may take that skill test in a Single Pilot Single Engine helicopter. Alternatively the test may be taken in a Single Pilot Multi-Engine helicopter provided they complete the ME helicopter type rating training course at an ATO prior to the CPL skill test and the approved Multi- Engine IR(H) training at an ATO on that type comprising at least 5 hours instruction in instrument flying in Multi-Engine helicopters, of which 3 hours may be in a FFS, FTD 2/3 or FNPT II/III.
- A QMP(H) who has graduated from all SERW, SLIC and MERW (or legacy) courses, or holds (or has held) an operational category to operate military multi-engine helicopters, may take the skill test(s) in a single pilot multi-engine helicopter.

The skill test(s) will be assessed by the holder of a Flight Examiner Certificate issued under Part-FCL, in:

- an appropriate type of military helicopter on which the applicant is or has been qualified to operate as a QMP, suitably equipped for the purpose, which has a Part 21 civilian equivalent type, or
- an appropriate type of civilian helicopter provided that the applicant has completed the Part-FCL requirements for inclusion of that type in a Part-FCL licence except the type rating skill test.

### **3.5 Credits available for Qualified Military Pilots (Helicopters) (QMP(H)s) who hold or have held a Military Restricted Green Instrument Rating (Helicopter)**

Qualified Military Pilots (Helicopter) (QMP(H)s) who hold or have held a Military Restricted Green Instrument Rating (Helicopter) shall meet all the requirements for the issue of a Part-FCL CPL(H) and/or IR rating for helicopters.

QMP(H) applicants may apply the credits below, towards satisfying the Part-FCL requirements.

Refer to:

UK Reg (EU) No. 1178/2011, Annex I, Subpart D for the full CPL (H) requirements, and

UK Reg (EU) No. 1178/2011, Annex I, Subpart G for the full IR (H) requirements.

Credits are available for Qualified Military Pilots (Helicopters) (QMP(H)s) who hold or have held a Military Restricted Green Instrument Rating (Helicopter) towards the requirements for the issue of a Part-FCL CPL(H) and/or IR rating for helicopters.

### Theoretical Knowledge Credits

QMP(H)s are credited the requirement to complete a theoretical knowledge instruction course as set out in FCL.315 and Appendix 3, paragraphs F-K or Appendix 6, paragraph B, as applicable, prior to attempting the theoretical knowledge examinations for the ATPL(H)IR, CPL(H)IR or IR(H) rating, as applicable.

### Flying Experience Credits

QMP(H)s with a minimum of 70 hours logged as PIC/P1 Captain or PICUS/1st Pilot Non-Captain who hold or have held a Military Restricted Green Instrument Rating (Helicopter) are given full credit as regards the requirement to undergo a training course prior to undertaking the skill test for the issue of an CPL(H).

A QMP who holds or has held only a Military Restricted Green Instrument Rating (Helicopter) shall complete additional training to the satisfaction of the Head of Training of an ATO prior to taking an IR(H) skill test for the addition of an IR(H) rating to a Part-FCL CPL(H). This additional training shall comprise the procedural instrument flying elements of the approved IR course.

- A QMP(H) for Single Engine Helicopters only who has not graduated from all SERW, SLIC and MERW (or legacy) courses, or who does not hold (or has not held) an operational category to operate military Multi-Engine helicopters, may take that skill test in a Single Pilot Single Engine helicopter. Alternatively the test may be taken in a Single Pilot Multi-Engine helicopter provided they complete the ME helicopter type rating training course at an ATO prior to the CPL skill test and the approved Multi-Engine IR(H) training at an ATO on that type comprising at least 5 hours instruction in instrument flying in Multi-Engine helicopters, of which 3 hours may be in a FFS, FTD 2/3 or FNPT II/III.
- A QMP(H) who has graduated from all SERW, SLIC and MERW (or legacy) courses, or holds (or has held) an operational category to operate military multi-engine helicopters, may take the skill test in a single pilot multi-engine helicopter.

Applicants for the issue of a Part-FCL licence shall have fulfilled the experience requirements and prerequisites for the issue of a type rating as set out in Part FCL Subpart H for the helicopter used for the test.

The skill test(s) will be conducted by the holder of an Instrument Rating Examiner Certificate issued under Part-FCL, in:

- an appropriate type of military helicopter, suitably equipped for the purpose, which has a Part 21 civilian equivalent type; or
- an appropriate type of civilian helicopter provided the applicant has completed the Part-FCL requirements for inclusion of that type in a Part-FCL licence except the type rating skill test following training to the satisfaction of the Head of Training at an ATO.

### 3.6 Credits available for QMP(H)s who hold or have held an Operational Category to operate military multi-pilot helicopters for an ATPL(H) and IR(H)

QMP(H)s who hold or have held an Operational Category with a Military Unrestricted Green Instrument Rating (Helicopter) to operate military multi-pilot helicopters shall meet all the requirements for the issue of a Part-FCL ATPL(H) and IR(H) for helicopters.

Refer to:

UK Reg (EU) No. 1178/2011, Annex I, Subpart F for the full ATPL(H) requirements.

QMP(H) applicants who hold or have held an Operational Category with a Military Unrestricted Green Instrument Rating (Helicopter) to operate military multi-pilot helicopter may apply the credits below, towards satisfying the Part-FCL requirements.

The following types are considered to be multi-pilot helicopters for this purpose:

|                                 |                      |
|---------------------------------|----------------------|
| Apache AH-64D                   | Chinook              |
| Griffin HAR2 (Bell 212/412)     | Lynx Mk 7/9A         |
| Merlin Mk 3/3A                  | Puma (SA330)         |
| Sea King Mk 3/3A/4/5/6          | Juno HT1 (EC135/635) |
| Jupiter HT1 (EC145/ Bolkow 117) |                      |

#### Theoretical Knowledge Credits

QMP(H)s are credited the requirement to complete a theoretical knowledge instruction course as set out in FCL.515 and Appendix 3, paragraph F, and FCL.615, prior to attempting the theoretical knowledge examinations for the ATPL(H) with IR.

#### Flying Experience Credits

QMP(H)s who hold or have held an Operational Category with a Military Unrestricted Green Instrument Rating (Helicopter) to operate military multi-pilot helicopters, and who have satisfied the experience requirements for the issue of an ATPL for helicopters as set out in Subpart F and for an IR as set out in Subpart G of Annex 1 to the Regulation, are given full credit as regards the MCC and as regards the requirement to undergo a training course prior to undertaking the skill test(s) for the issue of an ATPL(H) with IR(H).

Applicants for the issue of a Part-FCL licence shall have fulfilled the experience requirements and prerequisites for the issue of a type rating as set out in Part-FCL Subpart H for the helicopter used for the test.

The skill test will be conducted by the holder of a Type Rating Examiner (TRE) certificate issued under Part-FCL, in:

- an appropriate multi-pilot type of military helicopter on which the applicant is or has been qualified to operate as a QMP, suitably equipped for the purpose, which has a Part 21 civilian equivalent multi-pilot helicopter type, or
- an appropriate multi-pilot type of civilian helicopter provided the applicant has completed the Part-FCL requirements for inclusion of that type with IR in a Part-FCL licence except the type rating skill test.

### **3.7 Credits available for QMP(H)s who hold or have held an Operational Category to operate military multi-pilot helicopters for an ATPL(H) VFR**

QMP(H)s who hold or have held an Operational Category with a Military Restricted Green Instrument Rating (Helicopter) to operate military multi-pilot helicopters shall meet all the requirements for the issue of a Part-FCL ATPL(H) VFR for helicopters.

Refer to:

UK Reg (EU) No. 1178/2011, Annex I, Subpart F for the full ATPL(H) requirements.

QMP(H) applicants who hold or have held an Operational Category with a Military Restricted Green Instrument Rating (Helicopter) to operate military multi-pilot helicopter may apply the credits below, towards satisfying the Part-FCL requirements.

The following types are considered to be multi-pilot helicopters for this purpose:

|                                 |                      |
|---------------------------------|----------------------|
| Apache AH-64D                   | Chinook              |
| Griffin HAR2 (Bell 212/412)     | Lynx Mk 7/9A         |
| Merlin Mk 3/3A                  | Puma (SA330)         |
| Sea King Mk 3/3A/4/5/6          | Juno HT1 (EC135/635) |
| Jupiter HT1 (EC145/ Bolkow 117) |                      |

#### **Theoretical Knowledge Credits**

QMP(H)s are credited the requirement to complete a theoretical knowledge instruction course as set out in FCL.515 and Appendix 3, paragraph F, and FCL.615, prior to attempting the theoretical knowledge examinations for the ATPL(H).

#### **Flying Experience Credits**

QMP(H)s who hold or have held an Operational Category with a Military Restricted Green Instrument Rating (Helicopter) to operate military multi-pilot helicopters, and who have satisfied the experience requirements for the issue of an ATPL for helicopters as set out in Subpart F of Annex 1 to the Regulation, are given full credit as regards the MCC and as

regards the requirement to undergo a training course prior to undertaking the skill test(s) for the issue of an ATPL(H) VFR.

Applicants for the issue of a Part-FCL licence shall have fulfilled the experience requirements and prerequisites for the issue of a type rating as set out in Part-FCL Subpart H for the helicopter used for the test.

The skill test will be conducted by the holder of a Type Rating Examiner (TRE) certificate issued under Part-FCL, in:

- an appropriate multi-pilot type of military helicopter on which the applicant is or has been qualified to operate as a QMP, suitably equipped for the purpose, which has a Part 21 civilian equivalent multi-pilot helicopter type, or
- an appropriate multi-pilot type of civilian helicopter provided the applicant has completed the Part-FCL requirements for inclusion of that type in a Part-FCL licence except the type rating skill test.
- QMP(H)s who hold or have held an Operational Category with a Military Restricted Green Instrument Rating (Helicopter) to operate military multi-pilot helicopters seeking to add an IR to a Part-FCL ATPL(H) VFR may do so by satisfying the credits detailed in this document for the inclusion of an IR rating on the Part-FCL licence. The IR skill test must be taken on the multi pilot helicopter type held on the Part-FCL ATPL (H) VFR.

### **3.8 Credits available for QMP(H)s who hold or have held a Military Unrestricted Green Instrument Rating (Helicopter) for the inclusion of an IR(H) in a Part-FCL helicopter licence; (the IR cannot be included in the LAPL(H))**

QMP(H)s who hold or have held a Military Unrestricted Green Instrument Rating (Helicopter) shall meet all the requirements for the issue of a Part-FCL IR(H) for helicopters.

Refer to:

Annex I, Subpart G for the full IR(H) requirements.

QMP(H) applicants may apply the credits below, towards satisfying the Part-FCL requirements.

#### **Theoretical Knowledge Credits**

QMP(H)s who hold or have held a Military Unrestricted Green Instrument Rating (Helicopter) are credited the requirement to complete a theoretical knowledge instruction course as set out in FCL.615 and Appendix 6, prior to attempting the theoretical knowledge examinations for the IR(H).

## Flying Experience Credits

QMP(H)s with a minimum of 70 hours logged as PIC/P1 Captain or PICUS/1st Pilot Non-Captain who hold or have held a Military Unrestricted Green Instrument Rating (Helicopter) are given full credit as regards the requirement to undergo a training course prior to undertaking the skill test for the issue the IR(H).

- A QMP(H) for Single Engine Helicopters only who has not graduated from all SERW, SLIC and MERW (or legacy) courses, or who does not hold (or has not held) an operational category to operate military Multi-Engine helicopters, may take that skill test in a Single Pilot Single Engine helicopter. Alternatively the test may be taken in a Single Pilot Multi-Engine helicopter provided they complete the ME helicopter type rating training course at an ATO prior to the CPL skill test and the approved Multi- Engine IR(H) training at an ATO on that type comprising at least 5 hours instruction in instrument flying in Multi-Engine helicopters, of which 3 hours may be in a FFS, FTD 2/3 or FNPT II/III.
- A QMP(H) who has graduated from all SERW, SLIC and MERW (or legacy) courses, or holds (or has held) an operational category to operate military multi-engine helicopters, may take that skill test in a single pilot multi-engine helicopter.

Applicants for the issue of the IR(H) shall have qualified for the inclusion in their Part-FCL licence of the type of Helicopter used for the IR(H) test.

The skill test(s) will be conducted by the holder of a Flight Examiner Certificate issued under Part-FCL, in:

- an appropriate type of military helicopter on which the applicant is or has been qualified to operate as a QMP, suitably equipped for the purpose, which has a Part 21 civilian equivalent class or type, or
- an appropriate type held on the Part-FCL licence following IR training to the satisfaction of the Head of Training at an ATO.

### **3.9 Credits available for QMP(A)s who hold Military Unrestricted Green Instrument Rating (Aeroplanes) for the inclusion of an IR(H) in a Part-FCL licence (the IR cannot be included in the LAPL(H))**

QMPs who hold a Military Unrestricted Green Instrument Rating shall meet all the requirements for the issue of a Part-FCL Instrument Rating in accordance with UK Reg (EU) No. 1178/2011, Annex I, Subpart G for the full IR(H) or requirements.

NOTE: the IR(H) cannot be included in the LAPL(H)

QMP applicants may apply the credits below, towards satisfying the Part-FCL flying experience requirements for IR modular course (helicopter).

### Flying Experience Credits

The holder of an IR(A) may have the amount of training required in Appendix 6B to UK Reg (EU) No. 1178/2011 reduced to 10 hours. This credit only applies to holders of a valid Unrestricted Green IR(A).

### 3.10 Credits available for QMP(H)s who hold or have held a Military Restricted Green Instrument Rating (Helicopter) for inclusion of an IR(H) in a Part-FCL helicopter licence (the IR cannot be included in the LAPL(H));

QMP(H)s who hold or have held a Military Restricted Green Instrument Rating (Helicopter) shall meet all the requirements for the issue of a Part-FCL IR(H) for helicopters.

Refer to:

UK Reg (EU) No. 1178/2011, Annex I, Subpart G for the full IR(H) requirements.

QMP(H) applicants may apply the credits below, towards satisfying the Part-FCL requirements.

### Theoretical Knowledge Credits

QMP(H)s who hold or have held a Military Restricted Green Instrument Rating (Helicopter) are credited the requirement to complete a theoretical knowledge instruction course as set out in FCL.615 and Appendix 6, prior to attempting the theoretical knowledge examinations for the IR(H).

### Flying Experience Credits

A QMP who holds or has held only a Military Restricted Green Instrument Rating (Helicopter) shall complete additional training to the satisfaction of the Head of Training of an ATO prior to taking an IR(H) skill test for the addition of an IR(H) rating to a Part-FCL licence. This additional training shall comprise the procedural instrument flying elements of the approved IR course.

- A QMP(H) for Single Engine Helicopters only who has not graduated from all SERW, SLIC and MERW (or legacy) courses, or who does not hold (or has not held) an operational category to operate military Multi-Engine helicopters, may take that skill test in a Single Pilot Single Engine helicopter. Alternatively the test may be taken in a Single Pilot Multi-Engine helicopter provided they complete the ME helicopter type rating training course at an ATO prior to the CPL skill test and the approved Multi-Engine IR(H) training at an ATO on that type comprising at least 5 hours instruction in instrument flying in Multi-Engine helicopters, of which 3 hours may be in a FFS, FTD 2/3 or FNPT II/III.

- A QMP(H) who has graduated from all SERW, SLIC and MERW (or legacy) courses, or holds (or has held) an operational category to operate military multi-engine helicopters, may take that skill test in a single pilot multi-engine helicopter. Applicants for the issue of the IR(H) shall have qualified for the inclusion in their Part-FCL licence of the type of Helicopter used for the IR(H) test.

The skill test(s) will be conducted by the holder of a Flight Examiner Certificate issued under Part-FCL, in:

- an appropriate type of military helicopter on which the applicant is or has been qualified to operate as a QMP, suitably equipped for the purpose, which has a Part 21 civilian equivalent type; or
- an appropriate type held on the Part-FCL licence following IR training to the satisfaction of the Head of Training at an ATO.

### **3.11 Revalidation/ renewal of Part-FCL Instrument Rating Credit (Helicopters)**

QMP(H)s with a valid military IR(H) can revalidate or renew the IR(H) privileges contained within a Part-FCL licence on the basis of the military IR(H) subject to the following conditions being met:

- the Military Unrestricted Green Instrument Rating has been revalidated/renewed in a class or type for which they hold the civilian equivalent aeroplane rating in the Part-FCL licence, and -
- the proficiency check to revalidate/renew the Military Unrestricted Green Instrument Rating was conducted by the holder of a Flight Examiner Certificate issued under Part-FCL, and
- the proficiency check to revalidate/renew the Military Unrestricted Green Instrument Rating was conducted following the civilian IR test schedule set out in Appendix 9 to Part-FCL.

A valid class or type rating needs to be held unless this is combined with a proficiency check as detailed in FCL. 625 and FCL.625 (H).

For example, a QMP(H) with a validity military IR who has revalidated/ renewed their Military Unrestricted Green Instrument rating on a AW139 can only renew their UK Part-FCL IR(H) if they hold a AW139 on their UK Part-FCL licence, the test was conducted by a UK certified examiner with valid TRE(H) AW139, TRI AW139 and AW139 type rating (or SFE/SFI) and the proficiency check to revalidate/renew the Military Unrestricted Green Instrument Rating was conducted following the civilian IR test schedule set out in Appendix 9 to Part-FCL.

A check conducted solely under military rules cannot be accepted for this purpose.



It is possible to renew a Part-FCL IR (H) based on the validity of a military IR(H), without being required to retake the IR examinations after 7 years.

### **3.12 Credits available for QHIs for a Restricted FI(H)**

QHIs shall meet all the requirements for the addition of a Part-FCL FI(H) certificate to a Part-FCL licence for helicopters.

Refer to:

UK Reg (EU) No. 1178/2011, Annex I, Subpart J for the full flight instructor certificate (FI (H)) requirements.

QHI applicants may apply the credits below, towards satisfying the Part-FCL requirements if:

- they hold a Part-FCL licence (except the LAPL(H)); and
- they have been awarded an instructor category (or have been assessed as Competent to Instruct) as a QHI on single pilot helicopters.

#### **Theoretical Knowledge Credits**

QHIs are credited the requirement to complete a theoretical knowledge instruction course as set out in FCL.315 and Appendix 3, prior to attempting the theoretical knowledge examinations for the CPL(H).

#### **Teaching and Learning Credits**

QHIs are credited with the 25-hour teaching and learning training course requirement, as set out in FCL.930 of the relevant instructor certificate, toward the issue of any Part- FCL instructor certificate.

#### **Flying Course Credits**

QHIs who are compliant with the pre-requisite requirements for the application for a restricted FI(H) certificate, are required to complete training at the discretion of the Head of Training at an ATO approved to conduct FI(H) Courses.

QHI applicants must pass an assessment of competence for the issue of a restricted FI(H) certificate on a type of single pilot single-engine helicopter for which the QHI holds a valid type rating in their Part-FCL licence.

QHI applicants who provide evidence that the experience requirements of FCL.910.FI(c) have been met previously using the instructor privileges on their military qualifications may have the Part-FCL instructor certificate issued without the privileges restricted.

**Addition of Night privileges**

QHI applicants for an FI(H) certificate who hold a night rating on their Part-FCL licence may have the instruction privilege added to their flight instructor rating by:

- demonstrating the ability to instruct for that rating during the assessment of competence; or
- if not able to satisfy the above requirement at issue of the FI rating, meet the relevant requirements of Part-FCL.

## CHAPTER 4

# Transfer of a Military Aeroplane Class/Type rating to a Part-FCL Licence

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## 4 Transfer of a Military Aeroplane Class/Type rating to a Part-FCL Licence

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A QMP(A) who is qualified on one of the Military Class/Types listed below, who is seeking to obtain the Class/Type rating for a Part-FCL licence shall meet all the requirements for the issue of the Part-FCL Class/Type rating for Aeroplanes, except for the credits stated.

Refer to: UK Reg (EU) No. 1178/2011, Annex I, Subpart H for the full Type Rating for Aeroplanes.

QMP(A) applicants may apply the credits below, towards satisfying the Part-FCL requirements.

### 4.1 Class/Type Rating Course Credits

QMP(A)s who are compliant with the prerequisite requirements for the application for the Class/Type rating are required to complete additional training to comply with the standard required for the skill test, as determined by the Head of Training at an ATO/DTO approved to conduct the applicable Class/Type rating course.

QMP(A) applicants must pass the Class/Type Rating theoretical knowledge examination and Skill Test for the issue of the applicable Class/Type rating.

MEPT graduates are deemed to have met the training requirements and are therefore not required to complete a training course prior to undertaking the Skill Test for the issue of the MEP rating.

The skill test will be conducted by the holder of the appropriate Flight Examiner Certificate issued under Part-FCL.

The following Military Aeroplanes acceptable for this purpose are:

|  |                                |
|--|--------------------------------|
| Airbus A400M                               | Jetstream T3 (Jetstream 31/32) |
| Avenger T1 (Beech 300 Series (BE300/1900)) | Phenom (EMB 500/505)           |
| BAC 1-11                                   | Prefect T1 (Grob 120TP) (SET)  |
| BAe 125/HS 125                             | Piper PA31 (MEP)               |
| BAe 146/Avro RJ                            | P8 Poseidon (B737 300-900)     |

Beagle Bassett (MEP)

Sentinel (Bombardier BD700)

Beech 200 (BE 90/99/100/200)

Shadow (BE300)

Hercules C1/C3 (not 130J) – (Lockheed L382G) Tutor T1 (Grob 115E) (SEP)

Islander (BN2T)

Voyager Tanker (Airbus 330/350)

Jetstream T1/T2 (Jetstream 200)

Wedgetail (B737 300-900)

## CHAPTER 5

# Transfer of a Military Helicopter Type rating to a Part-FCL Licence

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## 5 Transfer of a Military Helicopter Type rating to a Part-FCL Licence

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A QMP(H) who is qualified on one of the Military Types listed below, who is seeking to obtain the Type rating for a Part-FCL licence shall meet all the requirements for the issue of the Part-FCL Type rating for Helicopters, except for the credits stated.

Refer to: UK Reg (EU) No. 1178/2011, Annex I, Subpart H for the full Type Rating for Helicopters.

QMP(H) applicants may apply the credits below, towards satisfying the Part-FCL requirements.

### 5.1 Class/Type Rating Course Credits

QMP(H)s who are compliant with the prerequisite requirements for the application for the Type rating are required to complete additional training to comply with the standard required for the skill test, as determined by the Head of Training at an ATO approved to conduct the applicable Type rating course.

QMP(H) applicants must pass the Type Rating theoretical knowledge examination and Skill Test for the issue of the applicable Type rating.

The skill test will be conducted by the holder of the appropriate Flight Examiner Certificate issued under Part-FCL.

The following Military Helicopters acceptable for this purpose are:

|                             |                                |
|-----------------------------|--------------------------------|
| Agusta A109A (A109)*        | Juno HT1 (EC135/635)           |
| Agusta A109 Power (AW109)*  | Jupiter HT1 (EC145/Bolkow 117) |
| AW139                       | Merlin Mk 3/3A (EH101)         |
| Dauphin (SA365/365N)        | Puma II (AS332/EC225)          |
| Gazelle (SA341/342)         | Squirrel (AS350/350B3)         |
| Griffin HAR2 (Bell 212/412) | Twin Squirrel (AS355/355N)     |

\*The Agusta A109 also includes the other variants A109E, A109S and A109SP operated by the military.

## CHAPTER 6

## The IR (Restricted)/ IMC Rating

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### 6 The IR (Restricted)/ IMC (Instrument Meteorological Conditions) Rating

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#### 6.1 Credits available towards the issue of an IR (Restricted) rating

(Previously contained in CAP804 Part I Section 5 Part E Pages 3-5)

An applicant who has held a military green aeroplane Instrument Rating within the 10 years before the date of application is not required to undergo a course of flight or ground training but must pass the Theoretical Knowledge examination and initial IR (Restricted) Skill Test.

An applicant who has held a military amber or white aeroplane Instrument Rating is required to complete discretionary training to cover the IR (Restricted) flight training syllabus, and to pass the initial IR (Restricted) Skill Test and Theoretical Knowledge Examination.

An applicant who has held a military green aeroplane Instrument Rating within the 5 years before the date of application for the IMC Rating/IR (Restricted) will be credited with a pass in the Theoretical Knowledge Examination.

An applicant who holds a military green Instrument Rating (Aeroplanes) and has passed a single-pilot IR test in the 24 months preceding the date of application will be credited with a pass in the initial IR (Restricted) Skill Test and the written examination. The applicant must apply for the issue of the rating within 24 months of the last IR test passed – the IR (Restricted) rating will be valid for 25 months after the last day of the month in which the last IR test was successfully passed.

The holder of a valid military IR(H) who wishes to add an IR (Restricted) Rating to a pilot licence (aeroplanes) is required to:

- have not less than 50 hours as a pilot of aeroplanes, including 15 hours as PIC;
- have received dual instruction in instrument flying in aeroplanes including not less than 5 hours flight time by sole reference to instruments gained in aeroplanes since the grant of a PPL(A);
- pass the initial IR (Restricted) Skill Test in an aeroplane. The Skill Test is valid for 9 months.

## **6.2 Credits available towards the revalidation/ renewal of an IR (Restricted) rating**

An IR (restricted) rating may be revalidated/renewed for a further period by the CAA, on the basis of the most recent military Green single-pilot (IR(A)) flight test. Application for revalidation/renewal should be made to the CAA together with the current fee as per the Scheme of Charges.

## CHAPTER 7

## Credits available for UAS Student Pilots for a LAPL(A)

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### 7 Credits available for UAS Student Pilots for a LAPL(A)

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University Air Squadron (UAS) students shall meet all the requirements for the issue of a Part-FCL LAPL(A) for aeroplanes for endorsement of single-engine aeroplanes-(land) only.

Refer to:

- UK Reg (EU) No. 1178/2011, Annex I, Subpart B for the full LAPL (A) requirements,
- UAS Student Pilot applicants may apply the credits below towards satisfying the Part- FCL requirements.

#### **UAS Theoretical Knowledge Credits**

UAS students are credited the requirement to complete a theoretical knowledge instruction course as set out in FCL.115 or FCL.210, as applicable, prior to attempting the theoretical knowledge examinations for the LAPL(A) (FCL.120).

#### **UAS Flying Experience Credits**

UAS students are given the following credit for flying training hours completed during UAS flying training towards the experience requirements for the issue of a LAPL(A):

Completion of the UAS Core Flying Syllabus will credit a maximum of 15:25 hours dual flying and 2:35 hours solo flying (Total 18:00 hours) of the LAPL (A) course, provided these minimum totals have been completed during the UAS flying course and the experience is appropriately certified.

Additionally, completion of the UAS Advanced Flying Syllabus – PFB will credit a further maximum 7:30 hours dual flying and 4:30 hours solo flying (Total 12:00 hours) of the LAPL (A) course, provided these minimum totals have been completed during the UAS flying course and the experience is appropriately certified.

Applicants for the issue of a Part-FCL licence shall have fulfilled the experience requirements and prerequisites for the issue of a class rating as set out in Part FCL Subpart H (or experience for endorsement on an LAPL(A)) for the aeroplane used for the test.

If not completed during the UAS flying training course, the solo cross-country land away of 80nm (including one full stop landing) must be completed at a civilian ATO or DTO before attempting the skill test.



In all cases, satisfactory completion of all LAPL(A) training course objectives prior to completion of the skill test shall be the responsibility of the organisation making the recommendation for skill test in accordance with FCL.030.

The skill test will be conducted by the holder of a Flight Examiner Certificate issued in accordance with Part-FCL, in:

- an appropriate single pilot single-engine class military aeroplane, suitably equipped for the purpose, which has a Part 21 civilian equivalent class, or
- an appropriate single pilot single-engine class civilian aeroplane following training to the satisfaction of the Head of Training at an ATO or DTO.

# Application

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## 8 How do I apply?

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Any questions regarding credits and the accreditation scheme should be directed in the first instance to 22 Group at the following email [22Gp-DFT-MAAS@mod.gov.uk](mailto:22Gp-DFT-MAAS@mod.gov.uk) prior to contacting the CAA.

1. Regulation 1178/2011 can be found at [Aircrew/Civil Aviation Authority \(caa.co.uk\)](http://Aircrew/Civil Aviation Authority (caa.co.uk))
2. Applicants claiming Military Credits are required to complete SRG 2133 with all applications, available at [www.caa.co.uk/srg2133](http://www.caa.co.uk/srg2133)
3. SRG 2133 form must be completed with the breakdown of military hours.
4. Certified course completion and award certificates are an acceptable means of demonstrating compliance with the MAAS Credits.
5. Application for the LAPL or PPL theoretical knowledge examinations are to use the [customer portal](#), via the chosen training organisation.
6. Application for the CPL or ATPL theoretical knowledge examinations are to use the [customer portal](#), via the appropriate ATO.
7. Further appropriately certified logbook entries can also be used to demonstrate qualification criteria and may include:
  - **Section 1** - Certificates of Qualification as Pilot. For type/class rating applications.
  - **Section 2** - Special Flying Qualifications and Renewals. For Instructor rating applications.
  - **Section 3** - Instrument Rating. For IR applications
  - **Section 4** - Record of Aviation Medical Training & Tests. For any medical matters.
  - **Section 5** - Hours and Sortie Records. For claims on individual dates, times and types. Some synthetic flying time may be held at Section 7.
  - **Section 6** – Periodic Summaries. For summarised records of combined number of hours on types. Sometimes, other detail can be summarised here to support a claim.
  - **Section 7** – Record of Flight Simulator Practices. For details on any synthetic training not covered in Section 5.

Details on the certification requirements of documentation can be found on SRG2133 and on the [Guidance on documentation](#).

## 8.1 Licence fees and costs

Information on licence fees and costs can be found here: [Licence fees and costs | Civil Aviation Authority \(caa.co.uk\)](#)

## Appendix A

# Abbreviations

| Abbreviations |  |
|---------------|--|
| AltMoc        | Alternative Means of Compliance          |
| AMC           | Acceptable Means of Compliance           |
| AOC           | Assessment of competence                 |
| ATO           | Approved Training Organisation           |
| ATPL          | Airline Transport Pilot Licence          |
| BFJT          | Basic Fast Jet Training                  |
| BFT           | Basic Flying Training (using the Texan)  |
| CPL           | Commercial Pilot Licence                 |
| DTO           | Declared Training Organisation           |
| EFT           | Elementary Flying Training               |
| EFTGs         | EFT Graduates                            |
| FFS           | Fixed Flight Simulator                   |
| FI            | Flight Instructor                        |
| FJ            | Fast Jet                                 |
| FNPT          | Flight and Navigation Procedures Trainer |
| FRTOL         | Flight Radio Telephony Operators Licence |
| IFR           | Instrument Flight Rules                  |
| IR(A)         | Instrument Rating (Aeroplanes)           |
| IR(H)         | Instrument Rating (Helicopters)          |
| LAPL          | Light Aircraft Pilot Licence             |
| MAAS          | Military Aircrew Accreditation Scheme    |
| MAGS          | Military Aviation Ground School          |
| MCC           | Multi Crew Course                        |
| MEP           | Multi Engine Pilot                       |
| MEPT          | Multi Engine Pilot Training              |
| MERW          | Multi Engine Rotary Wing                 |
| MOD           | Ministry of Defence                      |

| Abbreviations (continued) |   |
|---------------------------|---|
| OCU                       | Operational Conversion Unit             |
| PFB                       | Preliminary Flying Badge                |
| PIC/P1                    | Pilot in Command                        |
| PICUS                     | Pilot in Command under supervision      |
| PPL                       | Private Pilot Licence                   |
| QFIs                      | Qualified Flying Instructors            |
| QHIs                      | Qualified Helicopter Instructors        |
| QMP(A)                    | Qualified Military Pilots (Aeroplanes)  |
| QMP(H)                    | Qualified Military Pilots (Helicopters) |
| Restricted FI             | Restricted Flight Instructor            |
| SEP                       | Single Engine Piston                    |
| SERP                      | Single Engine Rotary Pilot              |
| SERPs                     | Single Engine Rotary Pilots             |
| SERW                      | Single Engine Rotary Wing               |
| SET                       | Single Engine Turbine                   |
| SLIC                      | Squadron Lead-in Course                 |
| TRE                       | Type Rating Examiner                    |
| TRI                       | Type Rating Instructor                  |
| UAS                       | University Air Squadron student pilots  |
| UKAF                      | UK Armed Forces                         |
| UPRT                      | Upset Prevention Recovery Training      |
| VFR                       | Visual Flight Rules                     |

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