



THE NETHERLANDS MILITARY AVIATION REGULATIONS

Military Remote Pilot Licence

NLD-MAR-MRPL

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MAR MRPL

Subpart A - General provisions

MRPL.001 Competent authority

For the purpose of this Military Aviation Regulation (MAR) the competent authority shall be the Military Aviation Authority the Netherlands (hereafter: MAA-NLD), to whom a person applies for the issue of military remote pilot licences (MRPL) or associated ratings, endorsements or certificates.

MRPL.005 Scope and entry into force

This MAR establishes the provisions for the issue of military remote pilot licences and associated ratings, endorsements and certificates and the conditions of their validity and use.

This regulation shall enter into force one year after the date of initial issue of this NLD-MAR-MRPL.

MRPL.010 Definitions and abbreviations

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See NLD-MAD-1

MRPL.015 Application

- (a) An applicant should, before being issued with any MRPL, associated rating, or certificate, meet such provisions in respect of age, knowledge, experience, UAS instruction, skill, medical fitness and language proficiency as are specified for that MRPL, associated rating or certificate.
- (b) A person should not act either as RPIC or as remote co-pilot of an UA in any of the UA categories unless that person is the holder of a MRPL issued in accordance with the provisions of this MAR-MRPL.
- (c) An applicant should, for the revalidation or renewal of a MRPL, associated rating or certificate, meet the provisions as are specified for that MRPL, associated rating or certificate.
- (d) An application for the issue, revalidation or renewal of military remote pilot licences, associated ratings, or certificates should be submitted to the MAA-NLD in a form and manner established by this authority. The application shall be accompanied by evidence that the applicant complies with the provisions for the issue, revalidation or renewal of the MRPL or certificate as well as associated ratings, or endorsements, established in this MAR-MRPL.
- (e) Any limitation or extension of the privileges granted by a MRPL, associated rating or certificate should be endorsed in the MRPL or certificate by the MAA-NLD.

MRPL.020 Student remote pilots

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- (a) Age. A student remote pilot should be at least 16 years of age.
- (b) A student pilot shall not fly solo unless:
 - (1) authorised to do so and supervised by a UAS instructor; and
 - (2) holding a current appropriate Military Medical Certificate.

MRPL.025 Theoretical knowledge examinations for the issue of military remote pilot licences and associated ratings

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- (a) Responsibilities of the applicant.
 - (1) Applicants shall take the entire set of theoretical knowledge examinations for a specific MRPL or associated rating under the responsibility of the MAA-NLD.
 - (2) Applicants shall only take the theoretical knowledge examination when recommended by the military approved training organisation (MATO) responsible for their training, once they have completed the appropriate elements of the training course of theoretical knowledge instruction to a satisfactory standard.
 - (3) The recommendation shall be valid for 12 months. If the applicant has failed to attempt at least one theoretical knowledge examination paper within this period of validity, the need for further training shall be determined by the MATO, based on the needs of the applicant.
- (b) Pass standards
 - (1) A pass in a theoretical knowledge examination paper will be awarded to an applicant achieving at least 75 % of the marks allocated to that paper. There is no penalty marking.
 - (2) Unless otherwise determined in this MAR, an applicant has successfully completed the required theoretical knowledge examination for the appropriate MRPL or rating when he/she has passed all the required examination papers within a period of 18 months counted from the end of the calendar month when the applicant first attempted an examination.
 - (3) If an applicant has failed to pass one of the theoretical knowledge examination papers within four attempts, or has failed to pass all papers within either six sittings or the period mentioned in point (2), the applicant shall retake the complete set of examination papers.

- (4) Before retaking the theoretical knowledge examinations, the applicant shall undertake further training at a MATO. The extent and scope of the training needed shall be determined by the MATO, based on the needs of the applicant.
- (c) Validity period
- (1) The successful completion of the theoretical knowledge examinations will be valid:
 - (i) for the issue of a LMRPL for a period of 24 months;
 - (ii) for the issue of a AMRPL for a period of 36 months;
 - (iii) the periods in (i) and (ii) shall be counted from the day when the pilot successfully completes the theoretical knowledge examination, in accordance with (b)(2).

MRPL.030 Practical skill test

- (a) Before a skill test for the issue of a MRPL, associated rating or certificate is taken, the applicant shall have passed the required theoretical knowledge examination.
- (b) The applicant for a skill test shall be recommended for the skill test by the MATO responsible for the training, once the training is completed. The training records shall be made available to the UAS examiner.

MRPL.035 Crediting of flight time and theoretical knowledge

- (a) Crediting of flight time
- (1) Unless otherwise specified in this MAR, flight time to be credited for a MRPL, associated rating or certificate shall have been made in the same class or type of UAS for which the MRPL, associated rating or certificate is sought.
 - (2) The holder of a MRPL, associated rating or certificate is entitled to be credited in full with all solo, dual instruction and RPIC flight time towards the total flight time required for the MRPL, associated rating or certificate.
 - (3) The holder of a MRPL, associated rating or certificate, when acting as remote co-pilot at a GCS of an UA certificated for operation by a single remote pilot but required by the MAA-NLD to be operated with a remote co-pilot is entitled to be credited with not more than 50 % of the remote co-pilot flight time towards the total flight time. The MAA-NLD should authorise that flight time will be credited in full towards the total flight time required if the UAS is equipped to be operated by a remote co-pilot and the UA is operated in a multi-crew operation.
 - (4) The holder of a MRPL, associated rating or certificate, when acting as remote co-pilot at a GCS of an UAS certificated to be operated with a remote co-pilot, is entitled to be credited in full with this flight time towards the total flight time required.

- (5) The holder of a Military Pilot Licence (MPL) is entitled to be credited in full with all solo, dual instruction and Pilot In Command (PIC) flight time on manned aircraft towards the total flight time on the same category of unmanned aircraft required for the MRPL, associated rating or certificate.
- (6) The holder of an MPL with an instructor certificate shall be fully credited towards the requirements for the theoretical knowledge instruction and examination for an instructor certificate in accordance with this MAR.
- (7) The holder of an MPL with an examiner certificate shall be fully credited towards the requirements for the theoretical knowledge instruction and examination for an examiner certificate in accordance with this MAR.

(b) Crediting of theoretical knowledge

- (1) An applicant having passed the theoretical knowledge examination for an MRPL shall be credited with the theoretical knowledge requirements for an LMRPL and an AMRPL in the same category of aircraft.
- (2) An applicant having passed the theoretical knowledge examination for an AMRPL shall be credited with the theoretical knowledge requirements for an LMRPL in the same category of aircraft.
- (3) The holder of an MRPL shall be credited towards the requirements for theoretical knowledge instruction and examination for an MRPL in another category of aircraft in accordance with Appendix 1 to this Part.
- (4) The holder of an MPL with an instructor certificate shall be fully credited towards the requirements for the theoretical knowledge instruction and examination for an instructor certificate in accordance with this MAR.
- (5) The holder of an MPL with an examiner certificate shall be fully credited towards the requirements for the theoretical knowledge instruction and examination for an examiner certificate in accordance with this MAR.

This credit also applies to applicants for an MRPL who have already successfully completed the theoretical knowledge examinations for the issue of that licence in another category of aircraft, as long as it is within the validity period specified in MRPL.025(c).

MRPL.040 Exercise of the privileges of military remote pilot licences

The exercise of the privileges granted by a MRPL shall be dependent upon the validity of the associated ratings, limitations or endorsements, if applicable, and of the medical certificate.

MRPL.045 Obligation to carry and present documents

- (a) A valid licence and a valid medical certificate shall always be carried by the remote pilot when exercising the privileges of the licence.
- (b) The remote pilot shall also carry a personal identification document containing his/her photo.
- (c) A remote pilot or a student remote pilot shall without undue delay present his/her flight time record for inspection upon request by an authorised representative of the MAA-NLD.
- (d) A student pilot shall carry on all solo flights evidence of the authorisation required by MRPL.020(b)(1).

MRPL.050 Recording of flight time

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Each military remote pilot shall document and record the following time in a manner acceptable to the MAA-NLD:

- (a) Training and experience used to meet the provisions for a MRPL, associated rating, limitation, or endorsements according to this MAR; and
- (b) The experience required to show recent flight experience according to the provisions of this MAR.

MRPL.055 Language proficiency

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- (a) General. Remote pilots required to use the radio telephone shall not exercise the privileges of their licences and ratings unless they have a language proficiency endorsement on their licence in English. The endorsement shall indicate the proficiency level and the validity date.
- (b) The applicant for a language proficiency endorsement shall demonstrate, in accordance with Appendix 2 to this MAR, at least an operational level of language proficiency both in the use of phraseologies and plain language. To do so, the applicant shall demonstrate the ability to:
 - (1) communicate effectively in voice-only and in face-to-face situations;
 - (2) communicate on common and work-related topics with accuracy and clarity;
 - (3) use appropriate communicative strategies to exchange messages and to recognise and resolve misunderstandings in a general or work-related context;
 - (4) handle successfully the linguistic challenges presented by a complication or unexpected turn of events which occurs within the context of a routine work situation or communicative task with which they are otherwise familiar; and

- (5) use a dialect or accent which is intelligible to the aeronautical community.
- (c) Except for pilots who have demonstrated language proficiency at an expert level, in accordance with Appendix 2 to this MAR, the language proficiency endorsement shall be re-evaluated every:
 - (1) 4 years, if the level demonstrated is operational level; or
 - (2) 6 years, if the level demonstrated is extended level.
- (d) Specific requirements for holders of an AMRPL. Without prejudice to the paragraphs above, holders of an AMRPL shall have demonstrated the ability to use the English language at a level which allows them to:
 - (1) understand all the information relevant to the accomplishment of all phases of a flight, including flight preparation;
 - (2) use radio telephony in all phases of flight, including emergency situations;
 - (3) communicate with other crew members during all phases of flight, including flight preparation.
- (e) The demonstration of language proficiency and of the use of English for AMRPL holders shall be done through a method of assessment established by the MAA-NLD.

MRPL.060 Recent experience

A remote pilot shall not operate a certified category UAS:

- (a) as RPIC or remote co-pilot unless he/she has carried out, in the preceding 90 days, at least 3 take-offs, approaches and landings with an UAS of the same type or an FFS representing that type; and
- (b) as RPIC at night unless he/she has carried out in the preceding 90 days at least 1 take-off, approach and landing at night as RPIC with an UAS of the same type or an FFS representing that type; or
- (c) When a remote pilot has the privilege to operate more than one type of UAS with similar handling and operation characteristics, the 3 flights required in (1) may be performed as defined in the operational suitability data established in accordance with MLE-21/NLD-MAR-21.
- (d) When a remote pilot has the privilege to operate more than one type of UAS under the LMRPL with similar handling and operation characteristics, as defined in the operational suitability data established in accordance with MLE-21/NLD-MAR-21, the 3 flights required in (a) may be performed in just one of the types, provided that the remote pilot has completed at least 2 hours of flight in each of the types of UAS, during the preceding 6 months.
- (e) The 90-day period prescribed in subparagraphs (a) and (b) above may be extended up to a maximum of 120 days, as long as the remote pilot undertakes the flight under the supervision of an UAS type rating instructor or examiner.

- (f) When the remote pilot does not comply with the requirement in (e), he/she shall complete a training flight on the UAS or an FFS of the UAS to be used, which shall include at least the requirements described in (a) and (b) before he/she can exercise his/her privileges.
- (g) When a remote pilot holding an AMRPL is not qualified to perform take-offs and landings with the specific certified UAS, but only to perform the enroute part of the flight, the requirements in (a) and (b) should be read as number of flights instead of take-off, approach and landing.

MRPL.065 Curtailment of privileges of licence holders aged 60 years or more

Reserved

MRPL.070 Revocation, suspension and limitation of military remote pilot licences, associated ratings and certificates

The MAA-NLD shall limit, suspend or revoke as applicable a MRPL and associated ratings or certificates, but not limited to, the following circumstances:

- (a) obtaining the MRPL, associated rating or certificate by falsification of submitted documentary evidence;
- (b) falsification of the logbook and MRPL or certificate records;
- (c) the MRPL holder no longer complies with the applicable requirements of this MAR;
- (d) exercising the privileges of a MRPL, associated rating or certificate when adversely affected by alcohol or drugs;
- (e) non-compliance with the applicable operational provisions;
- (f) evidence of malpractice or fraudulent use of the MRPL, associated rating or certificate; or
- (g) unacceptable performance in any phase of the UAS examiner's duties or responsibilities;
- (h) The MAA-NLD may also limit, suspend or revoke a MRPL, associated rating or certificate upon the written request of the holder of this MRPL, associated rating or certificate;
- (i) When the remote pilot has his/her MRPL, associated rating or certificate suspended or revoked, he/she shall immediately return the MRPL, associated rating or certificate to the MAA-NLD;
- (j) All skill tests, proficiency checks or assessments of competence conducted during suspension or after the revocation of an UAS examiner's certificate will be invalid.

Subpart B – LIGHT MILITARY REMOTE PILOT LICENCE - (LMRPL)

SECTION 1 - COMMON REQUIREMENTS

MRPL.100 LMRPL - Minimum age and medical fitness

- (a) Age. The applicant for an LMRPL shall be at least 18 years of age.
- (b) Medical fitness. The applicant for an LMRPL shall hold a current Medical Class 3 certificate.

MRPL.105 LMRPL - Privileges and conditions

- (a) Privileges. The privileges of the holder of an LMRPL are to act as RPIC of a certified UAS weighing less than 600 kg and engaged in tactical missions below 18.000 ft and within 200 km from the GCS.
- (b) Conditions. An applicant for the issue of an LMRPL shall have fulfilled the provisions for the type rating of the UA used in the skill test in accordance with the applicable provision in this MAR.

MRPL.110 LMRPL - Theoretical knowledge examination

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An applicant for an LMRPL shall receive and log ground training from an UAS instructor on the following subjects appropriate to the privileges granted to the holder of this LMRPL and appropriate to the category of UA to be included on the LMRPL:

- Air law;
- UAS general knowledge;
- UAS flight performance, planning and loading;
- Human performance;
- Navigation;
- Meteorology;
- Operation procedures;
- Principles of flight;
- Radiotelephony.

MRPL.115 LMRPL - Training course

- (a) Applicants for an LMRPL shall complete a training course at a MATO.
- (b) The course shall include theoretical knowledge and flight instruction appropriate to the privileges of the LMRPL applied for.
- (c) Theoretical knowledge instruction and flight instruction may be completed at a MATO different from the one where applicants have commenced their training.

MRPL.120 LMRPL - Skill test

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An applicant for an LMRPL shall demonstrate, by passing a skill test, the ability to perform as RPIC of an UA, with a degree of competency appropriate to the privileges granted to the holder of an LMRPL.

SECTION 2 - ADDITIONAL REQUIREMENTS FOR LMRPL

Specific requirements for the UA category aeroplanes - LMRPL (A)

MRPL.125.A LMRPL(A) – Experience

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- (a) The applicant for an LMRPL(A) shall have completed not less than 40 hours of UAS flight time, as a remote pilot of UA(A), of which 20 hours may have been completed in an FSTD.
- (b) The applicant shall have completed in UA(A) not less than:
 - (1) 15 hours as RPIC;
 - (2) 5 hours of cross-country flight time as RPIC;
 - (3) 20 take-offs and landings;
 - (4) at least 20 hours of IFR flight time of which 15 hours may have been completed in an FSTD.
- (c) The applicant for an LMRPL(A) shall receive and log not less than 25 hours of dual UAS instruction in an UA(A) from an UAS instructor. These 25 hours may include 5 hours completed in an FSTD.
- (d) Crediting. Applicant holding an LMRPL for another category of UA, shall be credited with 10% of their total flight time as RPIC on such UA up to a maximum of 4 hours.

MRPL.130.A LMRPL(A) - UAS instruction

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The UAS instructor shall ensure that the applicant has operational experience in at least the following areas to the level of performance required for the remote pilot:

- (a) Recognise and manage threats and errors;
- (b) Pre-flight operations, including UA(A) and UAS inspection and servicing, communication checks and control function verification, setup of GCS, loading and validation of flight planning information, and obtaining Air Traffic Control (ATC) clearances where appropriate;
- (c) Aerodrome and traffic pattern operations where applicable, ground and airborne collision avoidance precautions and procedures including use of UA observers and communication services if required;
- (d) Control of the UA(A) by visual reference unless the UAS does not provide for manoeuvres by visual reference;
- (e) Recovery from flight at critically slow airspeeds; high sink rates and spin avoidance;
- (f) Flight with asymmetrical power for multi-engine class or type ratings;
- (g) Recovery from unusual attitudes using flight instrumentation or by use of Electro Optical (EO) payload;
- (h) Normal and cross-wind take-offs and landings;
- (i) Maximum performance (short field and obstacle clearance take-offs, short-field landings);
- (j) Navigation procedures using all available means including change of destination or in flight lost link procedures and flight plan programming;
- (k) Hazardous weather identification and avoidance procedures;
- (l) Abnormal and emergency procedures and manoeuvres including simulated aircraft power plant and electrical system failures, software failures, loss of control link, failures and malfunctions limited to the RPS, communication failure;
- (m) Operations to or from controlled aerodromes and transiting CTR's, compliance with air traffic services procedures;
- (n) Communication procedures and phraseology.

Specific requirements for the UA category helicopter - LMRPL(H)

MRPL.125.H LMRPL(H) – Experience

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- (a) The applicant for an LMRPL(H) shall have completed not less than 40 hours of UAS flight time, as a remote pilot of UA(H), of which 20 hours may have been completed in an FSTD.
- (b) The applicant shall have completed in UA(H) not less than:
 - (1) 15 hours as RPIC;
 - (2) 5 hours of cross-country flight time as RPIC;
 - (3) 20 take-offs and landings;
 - (4) at least 20 hours of IFR flight time of which 15 hours may have been completed in an FSTD.
- (c) The applicant for an LMRPL(H) shall receive and log not less than 25 hours of dual UAS instruction in an UA(H) from an UAS instructor. These 25 hours may include 5 hours completed in an FSTD.
- (d) Crediting. Applicant holding an LMRPL for another category of UA, shall be credited with 10% of their total flight time as RPIC on such UA up to a maximum of 4 hours.

MRPL.130.H LMRPL(H) - UAS instruction

+AMC

The UAS instructor shall ensure that the applicant has operational experience in at least the following areas to the level of performance required for the remote pilot:

- (a) Recognise and manage threats and errors;
- (b) Pre-flight operations, including UA(H) and UAS inspection and servicing, communication checks and control function verification, setup of GCS, loading and validation of flight planning information, and obtaining ATC clearances where appropriate;
- (c) Aerodrome and traffic pattern operations where applicable, ground and airborne collision avoidance precautions and procedures including use of UA observers and communication services if required;
- (d) Control of the UA(H) by external visual reference unless the UAS does not provide for manoeuvres by visual reference;
- (e) Recovery at the incipient stage from settling with power; recovery techniques from low-rotor rpm within the normal range of engine rpm;
- (f) Ground manoeuvring and run-ups; hovering; take-offs and landings – normal, out of wind and sloping ground; steep approaches;
- (g) Recovery from unusual attitudes using flight instrumentation or by use of EO payload;
- (h) Hovering out of ground effect; operations with external load, if applicable; flight at high altitude;
- (i) Take-offs and landings with minimum necessary power; maximum performance take-off and landing techniques; restricted site operations; quick stops;
- (j) Navigation procedures using all available means including change of destination or in flight lost link procedures and flight plan programming;
- (k) Hazardous weather identification and avoidance procedures;
- (l) Abnormal and emergency procedures and manoeuvres including simulated aircraft power plant and electrical system failures, software failures, loss of control link, failures and malfunctions limited to the RPS, communication failure;
- (m) Communication procedures and phraseology;
- (n) Operations to and from controlled aerodromes, transiting CTR's, compliance with air traffic services procedures.

Specific requirements for the UA category

Multicopter - LMRPL(MR)

MRPL.125.MR LMRPL(MR) – Experience

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- (a) The applicant for an LMRPL(MR) shall have completed not less than 16 hours of UAS flight time, as a remote pilot of UA(MR), of which 2 hours may have been completed in an FSTD.
- (b) The applicant shall have completed in UA(MR) not less than:
 - (1) 5 hours as RPIC;
 - (2) 5 hours of cross-country flight time as RPIC;
 - (3) 20 take-offs and landings.
- (c) The applicant for an LMRPL(MR) shall receive and log not less than 7 hours of dual UAS instruction in an UA(MR) from an UAS instructor.
- (d) Crediting. Applicant holding an LMRPL for another category of UA, shall be credited with 10% of their total flight time as RPIC on such UA up to a maximum of 2 hours.

MRPL.130.MR LMRPL(MR) - UAS instruction

+AMC

The UAS instructor shall ensure that the applicant has operational experience in at least the following areas to the level of performance required for the remote pilot:

- (a) Recognise and manage threats and errors;
- (b) Pre-flight operations, including UA(MR) and UAS inspection and servicing, communication checks and control function verification, setup of GCS, loading and validation of flight planning information, and obtaining ATC clearances where appropriate;
- (c) Aerodrome and traffic pattern operations where applicable, ground and airborne collision avoidance precautions and procedures including use of UA observers and communication services if required;
- (d) Control of the UA(MR) by external visual reference unless the UAS does not provide for manoeuvres by visual reference;
- (e) Ground manoeuvring and run-ups; hovering; take-offs and landings – normal, out of wind and sloping ground; steep approaches;
- (f) Navigation procedures using all available means including change of destination or in flight lost link procedures and flight plan programming;
- (g) Hazardous weather identification and avoidance procedures;
- (h) Abnormal and emergency procedures and manoeuvres including simulated aircraft power plant and electrical system failures, software failures, loss of control link, failures and malfunctions limited to the RPS, communication failure;
- (i) Operations to and from controlled aerodromes, transiting Control Zones (CTR), compliance with air traffic services procedures; and
- (j) Communication procedures and phraseology.

Specific requirements for the UA category Airship - LMRPL(As)

MRPL.125.As LMRPL(As) – Experience

+AMC

- (a) The applicant for an LMRPL(As) shall have completed not less than 35 hours of UAS flight time, as a remote pilot of UA(As), of which 5 hours may have been completed in an FSTD.
- (b) The applicant shall have completed in UA(As) not less than:
 - (1) 5 hours as RPIC;
 - (2) 5 hours of cross-country flight time as RPIC;
 - (3) 8 take-offs and landings;
- (c) The applicant for an LMRPL(As) shall receive and log not less than 25 hours of dual UAS instruction in an UA(As) from an UAS instructor
- (d) Crediting. Applicant holding an LMRPL for another category of UA, shall be credited with 10% of their total flight time as RPIC on such UA up to a maximum of 4 hours.

MRPL.130.As LMRPL(As) - UAS instruction

+AMC

The UAS instructor shall ensure that the applicant has operational experience in at least the following areas to the level of performance required for the remote pilot:

- (a) Recognise and manage threats and errors;
- (b) Pre-flight operations, including UA(As) and UAS inspection and servicing, communication checks and control function verification, setup of GCS, loading and validation of flight planning information, and obtaining ATC clearances where appropriate;
- (c) Aerodrome and traffic pattern operations where applicable, ground and airborne collision avoidance precautions and procedures including use of UA observers and communication services if required;
- (d) Control of the UA(As) by external visual reference unless the UAS does not provide for manoeuvres by visual reference;
- (e) Ground manoeuvring and run-ups; hovering; take-offs and landings – normal, out of wind and sloping ground; steep approaches;
- (f) Navigation procedures using all available means including change of destination or in flight lost link procedures and flight plan programming;
- (g) Hazardous weather identification and avoidance procedures;
- (h) Abnormal and emergency procedures and manoeuvres including simulated aircraft power plant and electrical system failures, software failures, loss of control link, failures and malfunctions limited to the RPS, communication failure;
- (i) Operations to and from controlled aerodromes, transiting CTR's, compliance with air traffic services procedures; and
- (j) Communication procedures and phraseology.

Specific requirements for the UA category Balloon - LMRPL(B)

MRPL.125.B LMRPL(B) – Experience

+AMC

(a) The applicant for an LMRPL(B) shall have completed not less than 22 hours of UAS flight time, as a remote pilot of UA(B), of which 2 hours may have been completed in an FSTD.

(b) The applicant shall have completed in UA(B) not less than:

- (1) 5 hours as RPIC;
- (2) 5 hours of cross-country flight time as RPIC;
- (3) 20 take-offs and landings;

(c) The applicant for an LMRPL(B) shall receive and log not less than 12 hours of dual UAS instruction in an UA(B) from an authorised UAS instructor.

(d) Crediting. Applicant holding an LMRPL for another category of UA, shall be credited with 10% of their total flight time as RPIC on such UA up to a maximum of 2 hours.

MRPL.130.B LMRPL(B) - UAS instruction

+AMC

The UAS instructor shall ensure that the applicant has operational experience in at least the following areas to the level of performance required for the remote pilot:

- (a) Recognise and manage threats and errors;
- (b) Pre-flight operations, including UA(B) and UAS inspection and servicing, communication checks and control function verification, setup of GCS, loading and validation of flight planning information, and obtaining ATC clearances where appropriate;
- (c) Aerodrome and traffic pattern operations where applicable, ground and airborne collision avoidance precautions and procedures including use of UA observers and communication services if required;
- (d) Control of the UA(B) by external visual reference unless the UAS does not provide for manoeuvres by visual reference;
- (e) Ground manoeuvring and run-ups; hovering; take-offs and landings – normal, out of wind and sloping ground; steep approaches;
- (f) Navigation procedures using all available means including change of destination or in flight lost link procedures and flight plan programming;
- (g) Hazardous weather identification and avoidance procedures;
- (h) Abnormal and emergency procedures and manoeuvres including simulated aircraft power plant and electrical system failures, software failures, loss of control link, failures and malfunctions limited to the RPS, communication failure;
- (i) Operations to and from controlled aerodromes, transiting CTR's, compliance with air traffic services procedures; and
- (j) Communication procedures and phraseology.

Subpart C - ADVANCED MILITARY REMOTE PILOT LICENCE (AMRPL)

SECTION 1 - COMMON REQUIREMENTS

MRPL.200 AMRPL - Minimum age and medical fitness

- (a) Age. The applicant for an AMRPL shall be at least 18 years of age.
- (b) Medical fitness. The applicant for an AMRPL shall hold a current Medical Class 2 certificate.

MRPL.205 AMRPL - Privileges and conditions

- (a) Privileges. The privileges of the holder of an AMRPL are, within the appropriate UA category certificated for single-pilot or multi-pilot operation, to:
 - (1) exercise all the privileges of the holder of an LMRPL;
 - (2) act as RPIC of a certified UAS above 600 kg and/or engaged in strategic missions above 18.000 ft and/or beyond 200 km from the GCS.
- (b) Conditions. An applicant for the issue of an AMRPL shall have fulfilled the provisions for the type rating of the UA used in the skill test in accordance with the applicable provision in this MAR.

MRPL.210 AMRPL - Theoretical knowledge examination

An applicant for an AMRPL shall receive and log ground training from an UAS instructor on the following subjects appropriate to the privileges granted to the holder of this AMRPL and appropriate to the category of UA to be included on the AMRPL:

- Air law;
- UAS general knowledge — airframe/systems/power plant;
- UAS general knowledge — instrumentation;
- Mass and balance;
- Performance;
- Flight planning and monitoring;
- Human performance;
- Meteorology;
- General navigation;

- Radio navigation;
- Operational procedures;
- Principles of flight; and
- Communications.

MRPL.215 AMRPL - Training course

An applicant for a AMRPL shall have completed theoretical knowledge instruction and flight instruction at a MATO, in accordance with Appendix 3 to this MAR.

MRPL.220 AMRPL - Skill test

- (a) An applicant for an AMRPL shall demonstrate through the completion of a skill test the ability to perform, as RPIC on the appropriate UAS category, the relevant procedures and manoeuvres with competency appropriate to the privileges granted.
- (b) An applicant for the skill test shall have received flight instruction on the same type of UAS to be used for the skill test.
- (c) Pass marks:
 - (1) The skill test shall be divided into different sections, representing all the different phases of flight appropriate to the category of UAS flown.
 - (2) Failure in any item of a section will cause the applicant to fail the entire section. If the applicant fails only 1 section, he/she shall repeat only that section. Failure in more than 1 section will cause the applicant to fail the entire test.
 - (3) When the test needs to be repeated in accordance with (2), failure in any section, including those that have been passed on a previous attempt, will cause the applicant to fail the entire test.
 - (4) Failure to achieve a pass in all sections of the test in 2 attempts will require further training.

SECTION 2 - ADDITIONAL REQUIREMENTS FOR AMRPL

To Be Determined

Subpart D - CLASS AND TYPE RATINGS

SECTION 1 - COMMON REQUIREMENTS

MRPL.300 Circumstances in which class or type ratings are required

+GM

- (a) The holder of a MRPL shall not act in any capacity as remote pilot of an UAS unless he/she has a valid class or type rating, or endorsements, except when undergoing skill test, or proficiency checks for renewal of class or type ratings, or receiving UAS instruction.
- (b) Notwithstanding (a), in the case of remote flights related to the introduction or modification of an UAS, remote pilots may hold a special certificate given by the MAA, authorising them to perform the remote flights. This authorisation shall have its validity limited to the specific remote flights.

MRPL.305 Privileges of the holder of a class or type rating

The privileges of the holder of a class or type rating are to act as remote pilot on an UAS specified in the rating.

MRPL.310 Class and type ratings – variant

+GM

- (a) In order to extend his/her privileges to another variant of an UAS within one class or type rating, the remote pilot shall undertake differences or familiarisation training. In the case of variants within a type rating, the differences or familiarisation training shall include the relevant elements defined in the operational suitability data.
- (b) If the variant has not been flown within a period of 24 calendar months following the differences training, further differences training or a proficiency check in that variant shall be required to maintain the privileges.
- (c) The differences training shall be entered in the remote pilot's logbook or equivalent record and signed by the UAS instructor as appropriate.

MRPL.315 Requirements for the issue of class and type ratings

+GM

- (a) Training course. An applicant for a class or type rating shall complete a training course at a MATO.
- (b) Theoretical knowledge examination. The applicant for a class or type rating shall pass a theoretical knowledge examination organised by the MATO to demonstrate the level of theoretical knowledge required for the safe operation of the applicable UAS class or type.
 - (1) For advanced UAS, the theoretical knowledge examination shall be written and comprise at least 100 multiple-choice questions distributed appropriately across the main subjects of the syllabus.
 - (2) For light UAS, the theoretical knowledge examination shall be written and the number of multiple-choice questions shall depend on the complexity of the aircraft.
- (c) Skill test. An applicant for a class or type rating shall pass a skill test in accordance with this MAR to demonstrate the skill required for the safe operation of the applicable UAS.

The applicant shall pass the skill test within a period of 6 calendar months after commencement of the class or type rating training course and within a period of 6 calendar months preceding the application for the issue of the class or type rating.

- (d) An applicant who already holds a type rating for an UAS type, with the privilege for either single-pilot or multi-pilot operations, shall be considered to have already fulfilled the theoretical provisions when applying to add the privilege for the other form of operation on the same UA type.

MRPL.320 Validity, revalidation and renewal of class and type ratings

+AMC

- (a) The period of validity of class or type ratings shall be:
 - (1) 24 calendar months for ratings on the LMRPL;
 - (2) 12 calendar months for ratings on the AMRPL.
- (b) For the revalidation of class or type rating, the applicant should complete a proficiency check on the areas of operation listed in the skill test that is applicable.
- (c) Renewal. If a class or type rating has expired, the applicant shall take the following steps:
 - (1) pass a proficiency check on the areas of operation listed in the skill test that is applicable;
 - (2) prior to the proficiency check referred to in point (1), take refresher training at a MATO, where necessary to reach the level of proficiency to safely operate the relevant class or type of unmanned aircraft.
- (d) If a military remote pilot takes the proficiency check in the calendar month before or the calendar month after the calendar month in which it is due, the military remote pilot is considered to have taken it in the calendar month in which it was due for the purpose of computing when the next proficiency check is due.

Subpart E - ADDITIONAL RATINGS

MRPL.400 Night rating for LMRPL

+AMC

If the privileges of a LMRPL are to be exercised in VFR conditions at night, applicants shall have completed an approved training course. The course shall comprise:

- (a) Theoretical knowledge instruction;
- (b) at least 5 hours of UAS flight time in the appropriate UA category at night, including at least:
 - (1) 3 hours of UAS instruction, including at least 1 hour of cross-country navigation;
 - (2) 5 take-offs and 5 landings.

Subpart F - UAS INSTRUCTORS

SECTION 1 - COMMON REQUIREMENTS

MRPL.500 UAS Instructor certificates

+GM

- (a) General. A person shall only carry out UAS flight instruction when he/she holds:
- (1) A MRPL issued or accepted in accordance with this MAR;
 - (2) An UAS instructor certificate appropriate to the UAS instruction given, issued in accordance with this Subpart.
- (b) Special conditions:
- (1) In the case of introduction of new UAS in an operator's fleet, when compliance with the provisions established in this Subpart is not possible, the MAA-NLD may issue a specific certificate giving privileges for UAS instruction. Such a certificate shall be limited to the UAS instruction flights necessary for the introduction of the new UAS and its validity shall not, in any case, exceed 1 year.
 - (2) Holders of a certificate issued in accordance with (b)(1) who wish to apply for the issue of an UAS instructor certificate shall comply with the prerequisites and revalidation provisions established for that category of UAS instructor.

MRPL.505 General prerequisites and requirements for UAS instructors

- (a) General. An applicant for an UAS instructor certificate shall be at least 18 years of age.
- (b) Additional requirements for UAS instructors providing UAS instruction. An applicant for or the holder of an UAS instructor certificate with privileges to conduct UAS instruction shall:
- (1) for licence training, hold at least the licence for which UAS instruction is to be given;
 - (2) for a rating training, hold the relevant rating for which UAS instruction is to be given;

(3) have:

- (i) completed at least 15 hours of UAS flight time as a remote pilot on the UAS on which UAS instruction is to be given, of which a maximum of 7 hours may be in an FSTD representing the type of UAS, if applicable; and
- (ii) passed an assessment of competence for the relevant category of UAS instructor on that UAS;

(3) be entitled to act as RPIC during such UAS instruction.

(c) Credit towards further ratings and for the purpose of revalidation:

- (1) Applicants for further UAS instructor certificates may be credited with the teaching and learning skills already demonstrated for the UAS instructor certificate held.
- (2) Hours flown as an UAS examiner during skill tests or proficiency checks shall be credited in full towards revalidation provisions for all UAS instructor certificates held.

MRPL.510 UAS instructor competencies and assessment

+AMC

All UAS instructors shall be trained to achieve the following competencies:

- prepare resources;
- create a climate conducive to learning;
- present knowledge;
- integrate Threat and Error Management (TEM) and crew resource management;
- manage time to achieve training objectives;
- facilitate learning;
- assess trainee performance;
- monitor and review progress;
- evaluate training sessions;
- report outcome.

MRPL.515 Training course

+AMC

- (a) An applicant for an instructor certificate shall have completed a course of theoretical knowledge and flight instruction at a MATO.
- (b) In addition to the specific elements set out in this MAR for each category of instructor, the training course shall contain the elements required in point MRPL.510.

MRPL.520 Assessment of competence

- (a) An applicant for an UAS instructor certificate shall pass an assessment of competence in the appropriate UAS to demonstrate to an UAS examiner qualified in accordance with Subpart G the ability to instruct a student remote pilot to the level required for the issue of the relevant MRPL, associated rating or certificate.
- (b) This assessment shall include:
 - (1) the demonstration of the competencies described in MRPL.510, during pre-flight, post-flight and theoretical knowledge instruction;
 - (2) oral theoretical examinations on the ground, pre-flight and post-flight briefings and in-flight demonstrations in the appropriate UAS or FSTD;
 - (3) exercises adequate to evaluate the UAS instructor's competencies.
- (c) The assessment shall be performed on the same class or type of UAS or FSTD used for the UAS instruction.
- (d) When an assessment of competence is required for revalidation of an UAS instructor certificate, an applicant who fails to achieve a pass in the assessment before the expiry date of an UAS instructor certificate shall not exercise the privileges of that certificate until the assessment has successfully been completed.

MRPL.525 Validity, revalidation and renewal of UAS instructor certificates

- (a) Validity. An UAS instructor certificate shall be valid for a period of 3 years.
- (b) Revalidation. The applicant shall, within the last 12 calendar months preceding the expiry date of the UAS instructor certificate:
 - (1) receive an instructor refresher training as an UAS instructor at a MATO; and
 - (2) pass the assessment of competence in accordance with MRPL.520.
- (c) Renewal. If the UAS instructor certificate has lapsed, the applicant shall have, within a period of 12 calendar months before renewal:
 - (1) received an instructor refresher training as an UAS instructor at a MATO; and
 - (2) completed the relevant parts of an UAS instructor course at a MATO; and
 - (3) pass the assessment of competence in accordance with MRPL.520.

SUBPART G - UAS EXAMINERS

SECTION 1 - COMMON REQUIREMENTS

MRPL.600 UAS examiner certificate

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- (a) General. Holders of an UAS examiner certificate shall:
- (1) hold an equivalent MRPL, associated rating or certificate to the ones for which they are authorised to conduct skill tests, proficiency checks or assessments of competence and shall have the privilege to instruct for them;
 - (2) be qualified to act as RPIC on the UAS during a skill test, proficiency check or assessment of competence when conducted on the UAS.
- (b) Special conditions:
- (1) In the case of introduction of a new UAS in an operator's fleet, when compliance with the requirements in this Subpart is not possible, the MAA-NLD may issue a specific certificate giving privileges for the conduct of skill tests and proficiency checks. Such a certificate shall be limited to the skill tests and proficiency checks necessary for the introduction of the new UAS and its validity shall not, in any case, exceed 1 year.
 - (2) Holders of a certificate issued in accordance with (b)(1) who wish to apply for an UAS examiner certificate shall comply with the prerequisites and revalidation provisions for that category of UAS examiner.

MRPL.605 Limitation of privileges in case of vested interests

+GM

- (a) UAS examiners shall not conduct:
- (1) skill tests or assessments of competence of applicants for the issue of a MRPL, associated rating or certificate:
 - (i) to whom they have provided more than 25% of the required UAS flight instruction for the MRPL, associated rating or certificate for which the skill test or assessment of competence is being taken; or
 - (ii) when they have been responsible for the recommendation for the skill test, in accordance with MRPL.030(b);
 - (2) skill tests, proficiency checks or assessments of competence whenever they feel that their objectivity may be affected.

MRPL.610 Prerequisites for UAS examiner

Applicants for an UAS examiner certificate shall demonstrate:

- (a) relevant knowledge, background and appropriate experience related to the privileges of an UAS examiner;
- (b) that they have not been subject to any sanctions, including the suspension, limitation or revocation of any of their military remote pilot licences, associated ratings or certificates issued in accordance with this MAR during the last 3 years.

MRPL.615 UAS examiner standardisation

+AMC, GM

- (a) Applicants for an UAS examiner certificate shall undertake an examiners course provided by the MAA-NLD or by a MATO and approved by the MAA-NLD.
- (b) The examiners course shall consist of theoretical and practical instruction and shall include, at least:
 - (1) the conduct of 2 skill tests, proficiency checks or assessments of competences for the MRPL, associated ratings or certificates for which the applicant seeks the privilege to conduct tests and checks;
 - (2) instruction on the applicable provisions in the MAR-MRPL and the applicable air operations provisions, the conduct of skill tests, proficiency checks and assessments of competence, and their documentation and reporting;
 - (3) a briefing on the national administrative procedures, provisions for protection of personal data, liability, accident insurance and fees.

MRPL.620 UAS examiners assessment of competence

+AMC

Applicants for an UAS examiner certificate shall demonstrate their competence to an inspector from the MAA-NLD or a senior UAS examiner specifically authorised to do so by the MAA-NLD through the conduct of a skill test, proficiency check or assessment of competence in the UAS examiner role for which privileges are sought, including briefing, conduct of the skill test, proficiency check or assessment of competence, and assessment of the person to whom the test, check or assessment is given, debriefing and recording documentation.

MRPL.625 Validity, revalidation and renewal of UAS examiner certificates

+GM

- (a) Validity. An UAS examiner certificate shall be valid for 3 years.
- (b) Revalidation. An UAS examiner certificate shall be revalidated when the holder has, during the validity period of the UAS examiner certificate:
 - (1) conducted at least 2 skill tests, proficiency checks or assessments of competence every year;
 - (2) attended an UAS examiner refresher seminar provided by the MAA-NLD or by a MATO and approved by the MAA-NLD, during the last year of the validity period;
 - (3) One of the skill tests or proficiency checks completed during the last year of the validity period in accordance with (1) shall have been assessed by an inspector from the MAA-NLD or by a senior UAS examiner specifically authorised to do so by the MAA-NLD;
 - (4) When the applicant for the revalidation holds privileges for more than one category of UAS examiner, combined revalidation of all UAS examiner privileges may be achieved when the applicant complies with the provisions in (b)(1) and (2) and MRPL.620 for one of the categories of UAS examiner certificate held, in agreement with the MAA-NLD.
- (c) Renewal. If the UAS examiner certificate has expired, applicants should comply with the provisions of (b)(2) and MRPL.620 before they can resume the exercise of the privileges.
- (d) An UAS examiner certificate should only be revalidated or renewed if the applicant demonstrates continued compliance with the provisions in MRPL.610 and MRPL.630.

MRPL.630 Conduct of skill tests, proficiency checks and assessments of competence

- (a) When conducting skill tests, proficiency checks and assessments of competence, UAS examiners shall:
- (1) ensure that communication with the applicant can be established without language barriers;
 - (2) verify that the applicant complies with all the qualification, training and experience requirements in the MAR-MRPL for the issue, revalidation or renewal of the MRPL, associated rating or certificate for which the skill test, proficiency check or assessment of competence is taken;
 - (3) make the applicant aware of the consequences of providing incomplete, inaccurate or false information related to their training and flight experience.
- (b) After completion of the skill test or proficiency check, the UAS examiner shall:
- (1) inform the applicant of the result of the test. In the event of a partial pass or fail, the UAS examiner shall inform the applicant that he/she may not exercise the privileges of the rating until a full pass has been obtained. The UAS examiner shall detail any further training requirement and explain the applicant's right of appeal;
 - (2) in the event of a pass in a proficiency check or assessment of competence for revalidation or renewal, ensure that the applicant's MRPL or certificate is reissued with the new expiry date of the associated rating or certificate, if specifically authorised for that purpose by the MAA-NLD;
 - (3) provide the applicant with a signed report of the skill test or proficiency check and submit without delay copies of the report to the MAA-NLD. The report shall include:
 - (i) a declaration that the UAS examiner has received information from the applicant regarding his/her experience and instruction, and found that experience and instruction complying with the applicable requirements in the MAR-MRPL;
 - (ii) confirmation that all the required manoeuvres and exercises have been completed, as well as information on the verbal theoretical knowledge examination, when applicable. If an item has been failed, the UAS examiner shall record the reasons for this assessment;
 - (iii) the result of the test, check or assessment of competence.
- (c) UAS examiners shall maintain records for 5 years with details of all skill tests, proficiency checks and assessments of competence performed and their results.
- (d) Upon request by the MAA-NLD, UAS examiners shall submit all records and reports, and any other information, as required for oversight activities.

Final clauses

This regulation is known as:

NLD-MAR-MRPL — Military Aviation Regulations Military Remote Pilot Licence.

An announcement regarding this regulation is published in the Government Gazette (Staatscourant) and on the intranet site of the Ministry of Defence.

The Hague, 27 October 2021

For the Minister of Defence,
The Director of the Military Aviation Authority — The Netherlands

J.P. Apon
Air Commodore

APPENDICES TO MAR-MRPL

Appendix 1 - Crediting of theoretical knowledge

CREDITING OF THEORETICAL KNOWLEDGE IN THE SAME OR ANOTHER CATEGORY OF AIRCRAFT – BRIDGE INSTRUCTION AND EXAMINATION REQUIREMENTS

1. Light Military Remote Pilot Licence

1.1. Applicants for the issue of an LMRPL holding an LMRPL in another category of UA shall have received theoretical knowledge bridge instruction at a MATO on an approved course according to the differences identified between the LMRPL syllabi for different aircraft categories.

1.2. Applicants shall pass theoretical knowledge examinations as defined in this MAR for the following subjects in the appropriate UA category:

021 – Aircraft general knowledge: airframe and systems, electrics, power plant and emergency equipment;

022 – Aircraft general knowledge: instrumentation;

032/034/035 – Performance aeroplanes, helicopters or airships, as applicable;

070 – Operational procedures; and

080 – Principles of flight.

2. Advanced Military Remote Pilot Licence

2.1. Applicants for the issue of an AMRPL holding an AMRPL in another category of aircraft shall have received theoretical knowledge bridge instruction at a MATO on an approved course according to the differences identified between the AMRPL syllabi for different aircraft categories.

2.2. Applicants shall pass theoretical knowledge examinations as defined in this MAR for the following subjects in the appropriate aircraft category:

Reserved

2.3. Applicants for the issue of an AMRPL(A) having passed the relevant theoretical examination for an LMRPL(A) are credited towards the theoretical knowledge requirements in the subjects:

Reserved

2.4. Applicants for the issue of an AMRPL(H) having passed the relevant theoretical examinations for a LMRPL(H) are credited towards the theoretical knowledge requirements in the following subjects:

Reserved

Appendix 2 - Language Proficiency Rating Scale

LEVEL	PRONUNCIATION	STRUCTURE	VOCABULARY	FLUENCY	COMPREHENSION	INTERACTIONS
EXPERT (LEVEL 6)	PRONUNCIATION, STRESS, RHYTHM, AND INTONATION, THOUGH POSSIBLY INFLUENCED BY THE FIRST LANGUAGE OR REGIONAL VARIATION, ALMOST NEVER INTERFERE WITH EASE OF UNDERSTANDING.	BOTH BASIC AND COMPLEX GRAMMATICAL STRUCTURES AND SENTENCE PATTERNS ARE CONSISTENTLY WELL CONTROLLED.	VOCABULARY RANGE AND ACCURACY ARE SUFFICIENT TO COMMUNICATE EFFECTIVELY ON A WIDE VARIETY OF FAMILIAR AND UNFAMILIAR TOPICS. VOCABULARY IS IDIOMATIC, NUANCED AND SENSITIVE TO REGISTER.	ABLE TO SPEAK AT LENGTH WITH A NATURAL, EFFORTLESS FLOW. VARIES SPEECH FLOW FOR STYLISTIC EFFECT, FOR EXAMPLE TO EMPHASISE A POINT. USES APPROPRIATE DISCOURSE MARKERS AND CONNECTORS SPONTANEOUSLY.	COMPREHENSION IS CONSISTENTLY ACCURATE IN NEARLY ALL CONTEXTS AND INCLUDES COMPREHENSION OF LINGUISTIC AND CULTURAL SUBTLETIES.	INTERACTS WITH EASE IN NEARLY ALL SITUATIONS. IS SENSITIVE TO VERBAL AND NON-VERBAL CUES, AND RESPONDS TO THEM APPROPRIATELY.

EXTENDED (LEVEL 5)	PRONUNCIATION, STRESS, RHYTHM, AND INTONATION, THOUGH INFLUENCED BY THE FIRST LANGUAGE OR REGIONAL VARIATION, RARELY INTERFERE WITH EASE OF UNDERSTANDING.	BASIC GRAMMATICAL STRUCTURES AND SENTENCE PATTERNS ARE CONSISTENTLY WELL CONTROLLED. COMPLEX STRUCTURES ARE ATTEMPTED BUT WITH ERRORS WHICH SOMETIMES INTERFERE WITH MEANING.	VOCABULARY RANGE AND ACCURACY ARE SUFFICIENT TO COMMUNICATE EFFECTIVELY ON COMMON, CONCRETE, AND WORK-RELATED TOPICS. PARAPHRASES CONSISTENTLY AND SUCCESSFULLY. VOCABULARY IS SOMETIMES IDIOMATIC.	ABLE TO SPEAK AT LENGTH WITH RELATIVE EASE ON FAMILIAR TOPICS, BUT MAY NOT VARY SPEECH FLOW AS A STYLISTIC DEVICE. CAN MAKE USE OF APPROPRIATE DISCOURSE MARKERS OR CONNECTORS.	COMPREHENSION IS ACCURATE ON COMMON, CONCRETE, AND WORK-RELATED TOPICS AND MOSTLY ACCURATE WHEN THE SPEAKER IS CONFRONTED WITH A LINGUISTIC OR SITUATIONAL COMPLICATION OR AN UNEXPECTED TURN OF EVENTS. IS ABLE TO COMPREHEND A RANGE OF SPEECH VARIETIES (DIALECT OR ACCENT) OR REGISTERS.	RESPONSES ARE IMMEDIATE, APPROPRIATE, AND INFORMATIVE. MANAGES THE SPEAKER OR LISTENER RELATIONSHIP EFFECTIVELY.
OPERATIONAL (LEVEL 4)	PRONUNCIATION, STRESS, RHYTHM, AND INTONATION ARE INFLUENCED BY THE FIRST LANGUAGE OR REGIONAL VARIATION BUT ONLY SOMETIMES INTERFERE WITH EASE OF UNDERSTANDING.	BASIC GRAMMATICAL STRUCTURES AND SENTENCE PATTERNS ARE USED CREATIVELY AND ARE USUALLY WELL CONTROLLED. ERRORS MAY OCCUR, PARTICULARLY IN UNUSUAL OR	VOCABULARY RANGE AND ACCURACY ARE USUALLY SUFFICIENT TO COMMUNICATE EFFECTIVELY ON COMMON, CONCRETE, AND WORK-RELATED TOPICS.	PRODUCES STRETCHES OF LANGUAGE AT AN APPROPRIATE TEMPO. THERE MAY BE OCCASIONAL LOSS OF FLUENCY ON TRANSITION FROM REHEARSED OR FORMULAIC SPEECH TO	COMPREHENSION IS MOSTLY ACCURATE ON COMMON, CONCRETE, AND WORK-RELATED TOPICS WHEN THE ACCENT OR VARIETY USED IS SUFFICIENTLY INTELLIGIBLE FOR AN INTERNATIONAL	RESPONSES ARE USUALLY IMMEDIATE, APPROPRIATE, AND INFORMATIVE. INITIATES AND MAINTAINS EXCHANGES EVEN WHEN DEALING WITH AN UNEXPECTED TURN OF EVENTS. DEALS

		UNEXPECTED CIRCUMSTANCES, BUT RARELY INTERFERE WITH MEANING.	CAN OFTEN PARAPHRASE SUCCESSFULLY WHEN LACKING VOCABULARY PARTICULARLY IN UNUSUAL OR UNEXPECTED CIRCUMSTANCES.	SPONTANEOUS INTERACTION, BUT THIS DOES NOT PREVENT EFFECTIVE COMMUNICATION. CAN MAKE LIMITED USE OF DISCOURSE MARKERS AND CONNECTORS. FILLERS ARE NOT DISTRACTING.	COMMUNITY OF USERS. WHEN THE SPEAKER IS CONFRONTED WITH A LINGUISTIC OR SITUATIONAL COMPLICATION OR AN UNEXPECTED TURN OF EVENTS, COMPREHENSION MAY BE SLOWER OR REQUIRE CLARIFICATION STRATEGIES.	ADEQUATELY WITH APPARENT MISUNDERSTANDINGS BY CHECKING, CONFIRMING, OR CLARIFYING.
PRE-OPERATIONAL (LEVEL 3)	PRONUNCIATION, STRESS, RHYTHM, AND INTONATION ARE INFLUENCED BY THE FIRST LANGUAGE OR REGIONAL VARIATION AND FREQUENTLY INTERFERE WITH EASE OF UNDERSTANDING.	BASIC GRAMMATICAL STRUCTURES AND SENTENCE PATTERNS ASSOCIATED WITH PREDICTABLE SITUATIONS ARE NOT ALWAYS WELL CONTROLLED. ERRORS FREQUENTLY INTERFERE WITH MEANING.	VOCABULARY RANGE AND ACCURACY ARE OFTEN SUFFICIENT TO COMMUNICATE EFFECTIVELY ON COMMON, CONCRETE, AND WORK-RELATED TOPICS BUT RANGE IS LIMITED AND THE WORD CHOICE OFTEN INAPPROPRIATE. IS OFTEN UNABLE TO PARAPHRASE SUCCESSFULLY	PRODUCES STRETCHES OF LANGUAGE, BUT PHRASING AND PAUSING ARE OFTEN INAPPROPRIATE. HESITATIONS OR SLOWNESS IN LANGUAGE PROCESSING MAY PREVENT EFFECTIVE COMMUNICATION. FILLERS ARE SOMETIMES DISTRACTING.	COMPREHENSION IS OFTEN ACCURATE ON COMMON, CONCRETE, AND WORK-RELATED TOPICS WHEN THE ACCENT OR VARIETY USED IS SUFFICIENTLY INTELLIGIBLE FOR AN INTERNATIONAL COMMUNITY OF USERS. MAY FALL TO UNDERSTAND A LINGUISTIC OR SITUATIONAL	RESPONSES ARE SOMETIMES IMMEDIATE, APPROPRIATE, AND INFORMATIVE. CAN INITIATE AND MAINTAIN EXCHANGES WITH REASONABLE EASE ON FAMILIAR TOPICS AND IN PREDICTABLE SITUATIONS. GENERALLY INADEQUATE WHEN DEALING WITH AN UNEXPECTED TURN OF EVENTS.

			WHEN LACKING VOCABULARY.		COMPLICATION OR AN UNEXPECTED TURN OF EVENTS.	
ELEMENTARY (LEVEL 2)	PRONUNCIATION, STRESS, RHYTHM, AND INTONATION ARE HEAVILY INFLUENCED BY THE FIRST LANGUAGE OR REGIONAL VARIATION AND USUALLY INTERFERE WITH EASE OF UNDERSTANDING.	SHOWS ONLY LIMITED CONTROL OF FEW SIMPLE MEMORISED GRAMMATICAL STRUCTURES AND SENTENCE PATTERNS.	LIMITED VOCABULARY RANGE CONSISTING ONLY OF ISOLATED WORDS AND MEMORISED PHRASES.	CAN PRODUCE VERY SHORT, ISOLATED, MEMORISED UTTERANCES WITH FREQUENT PAUSING AND A DISTRACTING USE OF FILLERS TO SEARCH FOR EXPRESSIONS AND ARTICULATE LESS FAMILIAR WORDS.	COMPREHENSION IS LIMITED TO ISOLATED, MEMORISED PHRASES WHEN THEY ARE CAREFULLY AND SLOWLY ARTICULATED.	RESPONSE TIME IS SLOW, AND OFTEN INAPPROPRIATE. INTERACTION IS LIMITED TO SIMPLE ROUTINE EXCHANGES.
PRE-ELEMENTARY (LEVEL 1)	PERFORMS AT A LEVEL BELOW THE ELEMENTARY LEVEL.	PERFORMS AT A LEVEL BELOW THE ELEMENTARY LEVEL.	PERFORMS AT A LEVEL BELOW THE ELEMENTARY LEVEL.	PERFORMS AT A LEVEL BELOW THE ELEMENTARY LEVEL.	PERFORMS AT A LEVEL BELOW THE ELEMENTARY LEVEL.	PERFORMS AT A LEVEL BELOW THE ELEMENTARY LEVEL.

NOTE: OPERATIONAL LEVEL (LEVEL 4) IS THE MINIMUM REQUIRED PROFICIENCY LEVEL FOR R/T COMMUNICATION.

LEVELS 1 THROUGH 3 DESCRIBE PRE-ELEMENTARY, ELEMENTARY AND PRE-OPERATIONAL LEVELS OF LANGUAGE PROFICIENCY RESPECTIVELY, ALL OF WHICH DESCRIBE A LEVEL BELOW THE LANGUAGE PROFICIENCY REQUIREMENT.

LEVELS 5 AND 6 DESCRIBE EXTENDED AND EXPERT LEVELS AT LEVELS OF PROFICIENCY MORE ADVANCED THAN THE MINIMUM REQUIRED STANDARD.

Appendix 3 - Training courses for the issue of an AMRPL

Reserved