



THE NETHERLANDS MILITARY AVIATION REGULATIONS

Flight Crew Licencing

NLD-MAR-FCL

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**MILITARY AVIATION AUTHORITY
THE NETHERLANDS (MAA-NLD)**

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ANNEX I [PART-FCL]

SUBPART A: GENERAL REQUIREMENTS

FCL.001 Competent authority

For the purpose of this NLD-MAR-FCL, the competent authority shall be the Dutch Military Aviation Authority (MAA-NLD).

FCL.005 Applicability and entry into force

- a) This NLD-MAR-FCL prescribes requirements applicable to:
- 1) (Student) pilots undergoing flight training at a MATO.
 - 2) Applicants for or holders of a MPL, Rating(s) and/or authorization(s) valid and applicable on Netherlands military registered aircraft.
 - 3) Persons acting as an examiner for the initial issue, revalidation or renewal of a Netherlands Military Pilot License Airplane and or Helicopter and/or ratings.
 - 4) Persons acting as a prof-check assessor (senior) for the revalidation of ratings on airplanes and/or helicopters.
 - 5) Applicants for / holders of a MATO certificate.
- b) This NLD-MAR-FCL establishes the requirements for the issue of military pilot licences and associated ratings and certificates and the conditions of their validity and use.
- c) This regulation shall enter into force as of one year after the date of initial issue of this NLD-MAR-FCL.

FCL.008 Abbreviations

For abbreviations see NLD-MAD-1.

FCL.010 Definitions

For definitions see NLD-MAD-1.

FCL.015 Application and issue, revalidation and renewal of military licences, ratings and certificates

- (a) An application for the issue, revalidation or renewal of military pilot licences or certificates including associated ratings or endorsements, shall 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 requirements for the issue, revalidation or renewal of the licence or certificate as well as associated ratings or endorsements, established in this NLD-MAR-FCL and MAR-FCL 3.
- (b) Any limitation or extension of the privileges granted by a military licence, rating or certificate shall be endorsed in the licence or certificate by the MAA-NLD.

- (c) A person shall not hold at any time more than one licence per category of aircraft issued in accordance with this NLD-MAR-FCL.
- (d) An application for the issue of a military licence for another category of aircraft, or for the issue of further ratings or certificates, as well as an amendment, revalidation or renewal of those licences, ratings or certificates shall be submitted to the MAA-NLD, except when the pilot has requested a change of competent authority and a transfer of his licensing and medical records to that authority.

FCL.020 Student pilot

- (a) A student pilot shall not fly solo unless authorised to do so and supervised by a flight instructor.
- (b) Before his/her first solo flight, a student pilot shall be at least 16 years of age.

FCL.025 Theoretical knowledge examinations for the issue of military licences and ratings

- (a) The meaning of the following terms should be as follows:
 - (1) 'Entire set of examinations': an examination in all subjects required by the licence level.
 - (2) 'Examination': the demonstration of knowledge in one or more examination papers.
 - (3) 'Examination paper': a set of questions, which covers one subject required by the licence level or rating, to be answered by a candidate for examination.
 - (4) 'Attempt': a try to pass a specific paper.
 - (5) 'Sitting': a period of time established by the competent authority within which a candidate can take an examination. This period should not exceed 10 consecutive days. Only one attempt at each examination paper is allowed in one sitting

The MATO can establish more restrictive pass standards when deemed necessary.

- (b) Responsibilities of the applicant:
 - (1) Applicants shall take the entire set of theoretical knowledge examinations for a specific licence or 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 by a MATO 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.

- (c) 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. For examinations of boldfaces and limitations, a pass mark of 100% is required.
 - (2) Unless otherwise determined in this NLD-MAR-FCL, an applicant has successfully completed the required theoretical knowledge examination for the appropriate pilot licence 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.
- (d) Validity period:
- (1) The successful completion of the theoretical knowledge examinations will be valid:
 - (i) for the issue of a military pilot licence or instrument rating (IR), for a period of 36 months;
 - (ii) the period in (i) shall be counted from the day when the pilot successfully completes the theoretical knowledge examination, in accordance with (b)(2).
 - (2) The completion of the military pilot licence (MPL) theoretical knowledge examinations will remain valid for the issue of an MPL for a period of 7 years from the last validity date of:
 - (i) an IR entered in the licence; or
 - (ii) in the case of helicopters, a helicopter's type rating entered in that licence.

FCL.030 Practical skill test

- (a) The theoretical knowledge instruction shall always have been completed before the skill tests are taken.
- (b) The applicant for a skill test shall be recommended for the test by the organisation/person responsible for the training, once the training is completed. The training records shall be made available to the examiner.

FCL.035 Crediting of flight time and theoretical knowledge

- (a) Crediting of flight time
- (1) Unless otherwise specified in this NLD-MAR-FCL, flight time to be credited for a military licence, rating or certificate shall have been flown in the same category of aircraft for which the licence, rating or certificate is sought.
 - (2) PIC or under instruction:
 - (i) An applicant for a military licence, rating or certificate shall be credited in full with all solo, dual instruction or PIC flight time towards the total flight time required for the licence, rating or certificate.
 - (ii) A graduate of an integrated training course is entitled to be credited with up to 50 hours of student pilot-in-command instrument time towards the PIC time required for the issue of the military pilot licence and a multi-engine type rating.
 - (3) (reserved)
- (b) Crediting of theoretical knowledge:
- (1) The holder of a military pilot licence shall be credited towards the requirements for theoretical knowledge instruction and examination for a licence in another category of military aircraft in accordance with Appendix 1 to this NLD-MAR-FCL.
 - (2) The holder of an IR or an applicant having passed the instrument theoretical knowledge examination for a category of aircraft shall be fully credited towards the requirements for the theoretical knowledge instruction and examination for an IR in another category of aircraft.

This credit also applies to applicants for a pilot licence 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 FCL.025(c).

FCL.040 Exercise of the privileges of licences

The exercise of the privileges granted by a military licence shall be dependent upon the validity of the ratings contained therein, if applicable, and of the medical certificate.

FCL.045 Obligation to carry and present documents

- (a) Except when operational circumstances make it undesirable, a valid licence and a valid medical certificate shall always be carried by the pilot when exercising the privileges of the licence.
- (b) Except when operational circumstances make it undesirable, the pilot shall also carry a personal identification document containing his/her photo.
- (c) A pilot or a student 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 cross-country flights, evidence of the authorisation required by FCL.020(a).
- (e) A pilot intending to fly on an aircraft registered in a State other than the one that issued the flight crew licence shall carry a foreign issued pilot license or carry a special authorisation issued by the involved state instead.

FCL.050 Recording of flight time

The pilot shall keep a reliable record of the details of all flights flown in a form and manner established by the MAA-NLD.

- a) Details of all flights flown as a pilot shall be kept in the NLD-MAR-FCL logbook format (see appendix 11) or digitally containing at least the following information:
 - 1) Personal details:
 - i. Name, address and license number of the holder.
 - 2) For each flight:
 - i. Name of Pilot-in-command.
 - ii. Date of flight.
 - iii. Place and time of departure and arrival to be block time.
 - iv. Type (make, model and variant) and registration of aircraft.
 - v. SE, ME.
 - vi. Total time of flight.
 - vii. Accumulated total time of flight.
 - 3) For each FSTD session:
 - i. Type and qualification number of the training device.
 - ii. FSTD instruction.
 - iii. Date
 - iv. Total time of session.
 - v. Accumulated total time.

4) Pilot function:

- i. Pilot-in-command (including solo, SPIC time).
- ii. Co-pilot.
- iii. Trainee.
- iv. Instructor / Examiner.
- v. details of specific functions e.g. SPIC, instrument flight time*, etc.

* A pilot may log as instrument flight time only that time during which he operates the aircraft solely by reference to instruments, under actual or simulated instrument flight conditions.

5) Operational conditions:

- i. Night.
- ii. IFR.

b) Logging of time:

1) Pilot-in-command flight time:

- i. The holder of a license may log as pilot-in-command time all of the flight time during which he/she is the pilot-in-command.
- ii. The applicant for or the holder of a pilot license may log as pilot-in-command time all solo flight time and flight time as student pilot-in-command provided that such SPIC time is countersigned by the instructor or registered as such in OMIS.
- iii. The holder of an instructor rating may log as pilot-in-command all flight time during which he/she occupies a pilot's seat and acts as an instructor in aircraft.
- iv. The holder of an examiner's authorization may log as pilot-in-command all flight time during which he/she occupies a pilot's seat and acts as an examiner in an aircraft.
- v. If the holder of a license carries out a number of flights upon the same day returning on each occasion to the same place of departure and the interval between successive flights does not exceed thirty minutes, such series of flights may be recorded as a single entry.
- vi. Provided that the method of supervision is acceptable to the MAA-NLD, a co-pilot may log as PIC flight time flown as PICUS when all the duties and functions of PIC on that flight were carried out in such a way that the intervention of the PIC in the interest of safety was not required.

- 2) Co-pilot flight time:
 - i. The holder of a military pilot license occupying a pilot seat as co-pilot may log all flight time as co-pilot flight time on an aircraft designated as MPA/MPH in Appendix 10.
 - 3) Relief (co)-pilot flight time:
 - i. A relief (co)-pilot may log all flight time as (co)-pilot when occupying a pilot seat.
 - 4) Instruction time (received):
 - i. A summary of all time logged by an applicant for a license or rating as flight instruction, instrument flight instruction, instrument ground time, etc. may be logged if certified by the appropriately rated and authorized instructor from whom it was received.
- c) Presentation of flight time record. The holder of a license or a student pilot shall without undue delay present his flight time record for inspection upon request by an authorized representative of the MAA-NLD.

FCL.055 Language proficiency

- (a) General. Military 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 language, the proficiency level and the validity date.
- (b) The applicant for a language proficiency endorsement shall demonstrate, in accordance with Appendix 2 to this NLD-MAR-FCL, 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 military pilots who have demonstrated language proficiency at an expert level (level 6), in accordance with Appendix 2 to this NLD-MAR-FCL, the language proficiency endorsement shall be re-evaluated every:
 - (1) 4 years, if the level demonstrated is operational level (level 4); or
 - (2) 6 years, if the level demonstrated is extended level (level 5).
- (d) Specific requirements for holders of an instrument rating (IR). Without prejudice to the paragraphs above, holders of an MPL 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 the use of English shall be done through a method of assessment established by the MAA-NLD.

FCL.060 Recent experience

A pilot shall not operate a military aeroplane or helicopter:

- (1) as PIC or co-pilot unless he/she has carried out, in the preceding 90 days, at least 3 approaches and landings as pilot flying in an aircraft of the same type or class or a suitable FFS representing that type or class. The 3 approaches and landings shall be performed in either multi-pilot or single-pilot operations, depending on the privileges held by the pilot; and
- (2) as PIC at night unless he/she:
 - (i) has carried out in the preceding 90 days at least 1 take-off, approach and landing at night as a pilot flying in an aircraft of the same type or class or an FFS representing that type or class; or
 - (ii) holds an IR.

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

- (a) Age 60-64. Aeroplanes and helicopters. The holder of a pilot licence who has attained the age of 60 years shall not act as a pilot of a military aircraft carrying passengers except as a member of a multi-pilot crew.
- (b) Age 65. The holder of a pilot licence who has attained the age of 65 years shall not act as a pilot of a military aircraft.

FCL.070 Revocation, suspension and limitation of licences, ratings and certificates

- (a) Licences, ratings and certificates issued in accordance with this NLD-MAR-FCL may be limited, suspended or revoked by the MAA-NLD when the pilot does not comply with the requirements of this NLD-MAR-FCL or MAR-FCL 3.

- (b) When the pilot has his/her licence suspended or revoked, he/she shall immediately return the licence or certificate to the MAA-NLD.

SUBPART B (Reserved)

SUBPART C (Reserved)

SUBPART D: NETHERLANDS MILITARY PILOT LICENCE — MPL

SECTION 1: Common requirements

FCL.300 MPL — Minimum age

An applicant for an MPL shall be at least 18 years of age.

FCL.305 MPL — Privileges and conditions

- (a) Privileges. Subject to any other conditions specified in MARs, the privilege of the holder of a:
- 1) MPL(A) is to act as co-pilot or pilot-in-command in Netherlands military airplanes subject to the restrictions specified in FCL.060 and in this subpart;
 - 2) MPL(H) holder to act as co-pilot or pilot in command in Netherlands military helicopters subject to the restrictions specified in FCL.060 and in this subpart.
- (b) Conditions. An applicant for the issue of an MPL shall have fulfilled the requirements for the type rating of the aircraft used in the skill test if the type rating is part of the MPL training.

FCL.310 MPL — Theoretical knowledge examinations

Applicants for the issue of an MPL shall demonstrate a level of knowledge appropriate to the privileges granted in the subjects :

- Air Law: international law: conventions, agreements and organisations
- Aircraft General Knowledge — Airframe/Systems/Power plant;
- Aircraft 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.

More specific topics to be covered by each subject are described in appendix 3.

FCL.315 MPL — Training course

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

FCL.320 MPL — Skill test

An applicant for an MPL shall pass a skill test in accordance with Appendix 4 to this NLD-MAR-FCL to demonstrate the ability to perform, as PIC of the appropriate aircraft category, the relevant procedures and manoeuvres with the competency appropriate to the privileges granted.

SECTION 2: Specific requirements for the aeroplane category — MPL(A)**FCL.315.A MPL — Training course**

Theoretical knowledge and flight instruction for the issue of a MPL(A) shall include upset prevention and recovery training.

SECTION 3: Requirements for the conversion from MPL(A) to MPL(H) or vice versa**FCL.321 MPL(A) — Conversion to MPL(H)**

- (a) Experience. An applicant for an MPL(H) who is holding an MPL(A) shall have completed an conversion course that is approved by the MAA-NLD. The additional requirements for the instrument rating are laid down in Appendix 3.
- (b) Crediting. The applicant for an MPL(H) who is holding an MPL(A) will be credited for specific parts of the MPL(H) course as recommended by the MATO and approved by the MAA-NLD.

FCL.322 MPL(H) — Conversion to MPL(A)

- (a) Experience. An applicant for an MPL(A) who is in possession of a MPL(H) shall have completed a conversion course that is approved by the MAA-NLD. The applicant shall also have completed, as a pilot on airplanes having a certificate of airworthiness issued or accepted by the MAA-NLD, at least 150 hours of flight time. The additional requirements for the instrument rating are laid down in Appendix 3.
- (b) Crediting. From the 150 hours of flight time in airplanes 75 hours may be achieved as pilot in command on helicopters.
- (c) MPL(H) holders applying for an MPL(A) shall have completed in airplanes during the conversion course 30 hours of flight time, which may be reduced to not less than 20 hours if the applicant meets the experience requirement of (a) and (b) above.

SUBPART E (Reserved)

SUBPART F (Reserved)

SUBPART G: INSTRUMENT RATING — IR

SECTION 1: Common requirements

FCL.600 IR — General

Operations under IFR on an aeroplane or helicopter shall only be conducted by holders of:

- (a) a Dutch Military Pilot Licence (MPL); and
- (b) an IR with privileges to the category of aircraft, except when undergoing skill tests, proficiency checks or when receiving dual instruction.

FCL.605 IR — Privileges

- (a) The privileges of a holder of an IR are to fly aircraft under IFR, including PBN operations, with a minimum decision height of no less than 200 feet (60 m).
- (b) In the case of a multi-engine IR, these privileges may be extended to decision heights lower than 200 feet (60 m) when the applicant has undergone specific training at a MATO and has passed Section 6 of the skill test prescribed in Appendix 9 to this NLD-MAR-FCL in multi-pilot aircraft.
- (c) Holders of an IR shall exercise their privileges in accordance with the conditions established in Appendix 7 to this NLD-MAR-FCL.
- (d) Helicopters only. To exercise privileges as PIC under IFR in multi-pilot helicopters, the holder of an IR(H) shall have at least 70 hours of instrument time of which up to 30 hours may be instrument ground time.

FCL.610 IR — Prerequisites and crediting

Applicants for an IR shall hold an MPL in the appropriate aircraft category.

FCL.615 IR — Theoretical knowledge and flight instruction

- (a) Course. Applicants for an IR shall have completed a course of theoretical knowledge and flight instruction at a MATO. The course shall be an integrated training course which includes training for the IR, in accordance with Appendix 3 to this NLD-MAR-FCL;
- (b) Examination. Applicants shall demonstrate a level of theoretical knowledge appropriate to the privileges granted in the following subjects:
- Air Law;
 - Aircraft General Knowledge — Instrumentation;
 - Flight Planning and Monitoring;
 - Human Performance;
 - Meteorology;
 - Radio Navigation; and
 - Communications.

FCL.620 IR — Skill test

- (a) Applicants for an IR shall pass a skill test in accordance with Appendix 7 to this NLD-MAR-FCL to demonstrate the ability to perform the relevant procedures and manoeuvres with a degree of competency appropriate to the privileges granted.
- (b) For a multi-engine IR, the skill test shall be taken in a multi-engine aircraft. For a single-engine IR, the test shall be taken in a single-engine aircraft. A multi-engine centreline thrust aeroplane shall be considered a single-engine aeroplane for the purposes of this paragraph.

FCL.625 IR — Validity, revalidation and renewal

- (a) Validity. An IR shall be valid for 1 year from the end of the month of issue.
- (b) Revalidation.
- (1) An IR shall be revalidated within the 3 months immediately preceding the expiry date of the rating by complying with the revalidation criteria for the relevant category.
 - (2) Applicants who fail to pass the relevant section of an IR proficiency check before the expiry date of the IR shall not exercise the IR privileges until they have passed the proficiency check in accordance with appendix 9 tot this NLD-MAR-FCL.

(c) Renewal.

If an IR has expired, in order to renew their privileges applicants shall:

- (1) At a MATO go through the required refresher training, as determined by the MATO, to reach the level of proficiency needed to pass the instrument element of the skill test in accordance with Appendix 9 to this NLD-MAR-FCL; and
 - (2) complete a proficiency check in accordance with Appendix 9 to this NLD-MAR-FCL, in the relevant aircraft category. This proficiency check may be combined with a proficiency check performed for the renewal of the relevant class or type rating.
- (d) If the IR has not been revalidated or renewed within the preceding 7 years, the holder will be required to pass again the IR theoretical knowledge examination and skill test.

SECTION 2: Specific requirements for the aeroplane category

FCL.625.A IR(A) — Revalidation

- (a) Revalidation. Applicants for the revalidation of an IR(A):
- (1) when combined with the revalidation of a type rating, shall pass a proficiency check in accordance with Appendix 9 to this NLD-MAR-FCL. For the evaluation of the proficiency check, a Form C shall be used. The newest version of the Form C for the applicable type of aircraft can be downloaded from:
https://intranet.mindf.nl/bs_2021/Directies/MLA/Publicaties/index.aspx
 - (2) when not combined with the revalidation of a type rating, shall:
 - (i) for single-pilot aeroplanes, complete Section 3b and those parts of Section 1 relevant to the intended flight, of the proficiency check prescribed in Appendix 9 to this NLD-MAR-FCL; and
 - (ii) for multi-engine aeroplanes, complete Section 6 of the proficiency check for single-pilot aeroplanes in accordance with Appendix 9 to this NLD-MAR-FCL by sole reference to instruments.

In this case also the applicable Form C can also be used for the evaluation, with the difference that only the applicable items for the instrument rating have to be graded.

A simulator representing the relevant type of aeroplane and approved for this purposes by the MAA-NLD may be used in this case.

(b) (reserved)

SECTION 3: Specific requirements for the helicopter category

FCL.625.H IR(H) — Revalidation

- (a) Applicants for the revalidation of an IR(H):
 - (1) when combined with the revalidation of a type rating, shall complete a proficiency check in accordance with Appendix 9 to this NLD-MAR-FCL, for the relevant type of helicopter;
 - (2) when not combined with the revalidation of a type rating, shall complete only Section 5 and the relevant parts of Section 1 of the proficiency check established in Appendix 9 to this NLD-MAR-FCL for the relevant type of helicopter. A simulator representing the relevant type of aeroplane and approved for this purposes by the MAA-NLD may be used in this case.
- (b) (reserved)

SUBPART H: TYPE RATINGS

SECTION 1: Common requirements

FCL.700 Circumstances in which type ratings are required

- (a) Holders of a military pilot licence shall not act in any capacity as pilots of an aircraft unless they have a valid and appropriate type rating (possible type ratings are listed in Appendix 10), except in any of the following cases:
- (i) (reserved);
 - (ii) when undergoing skill tests, or proficiency checks for renewal of type ratings;
 - (iii) when receiving flight instruction;
 - (iv) when they hold a flight test rating issued in accordance with FCL.820.
- (b) Notwithstanding (a), in the case of flights related to the introduction of or modifications to aircraft types, pilots may hold a special certificate given by the MAA-NLD, authorising them to perform the flights. This authorisation shall have its validity limited to the specific flights.

FCL.705 Privileges of the holder of a type rating

The privileges of the holder of a type rating are to act as pilot on the type of aircraft specified in the rating.

FCL.710 Type ratings — variants

- (a) In order to extend his/her privileges to another variant of aircraft within one type rating, the pilot shall undertake differences or familiarisation training.
- (b) If the variant has not been flown within a period of 2 years 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 pilot's logbook or equivalent record.

FCL.725 Requirements for the issue of type ratings

- (a) Training course. An applicant for a type rating shall complete a training course at a MATO.

The amount of flight instruction in this training course shall depend on:

- (1) (i) complexity of the type, handling characteristics, level of technology;
- (ii) category (SE turbine, ME turbine and MP);
- (iii) previous experience of the applicant;
- (iv) the availability of FSTDs.

- (2) FSTDs.
The level of qualification and the complexity of the type will determine the amount of practical training that may be accomplished in FSTDs, including completion of the skill test. Before undertaking the skill test, a student should demonstrate competency in the skill test items during the practical training.
- (b) Theoretical knowledge. The applicant shall follow a theoretical syllabus which contains the subjects as described in appendix 8. The applicant for a 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 aircraft type. The pass mark shall be at least 75%. For boldfaces and limitations examinations, the pass mark shall be 100%.
- (1) For multi-pilot aircraft, 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 single-pilot multi-engine aircraft, the theoretical knowledge examination shall be written and the number of multiple-choice questions shall depend on the complexity of the aircraft.
- (3) For single-engine aircraft, the theoretical knowledge examination can be written and the number of multiple-choice questions shall depend on the complexity of the aircraft. It can also be conducted verbally by the examiner during the skill test to determine whether or not a satisfactory level of knowledge has been achieved.
- (4) For single-pilot aeroplanes that are classified as high performance aeroplanes, the examination shall be written and comprise at least 100 multiple-choice questions distributed appropriately across the subjects of the syllabus.
- (c) Skill test. An applicant for a type rating shall pass a skill test in accordance with Appendix 9 to this NLD-MAR-FCL to demonstrate the skill required for the safe operation of the applicable type of aircraft. The applicant shall pass the skill test within a period of 6 months after commencement of the type rating training. Due to seasonal or management circumstances the MATO, after approval from the MAA-NLD, can postpone type rating sections or elements. Within the maximum of six months however, an applicant will pass a skill test for the completed sections or elements.
- (d) For the evaluation of the skill test, a Form C shall be used. The newest version of the Form C for the applicable type of aircraft can be downloaded from:
https://intranet.mindef.nl/bs_2021/Directies/MLA/Publicaties/index.aspx

- (e) Notwithstanding the paragraphs above, pilots holding a flight test rating issued in accordance with FCL.820 who were involved in development, certification or production flight tests for an aircraft type, and have completed either 50 hours of total flight time or 10 hours of flight time as PIC on test flights in that type, shall be entitled to apply for the issue of the relevant type rating, provided that they comply with the experience requirements and the prerequisites for the issue of that type rating, as established in this Subpart for the relevant aircraft category.

FCL.740 Validity and renewal of type ratings

- (a) The period of validity of type ratings shall be 1 year from the end of the month of issue.
- (b) Renewal. If a type rating has expired, the applicant shall take the following steps:
 - (1) pass a proficiency check in accordance with Appendix 9 to this NLD-MAR-FCL;
 - (2) prior to the proficiency check referred to in point (1), take refresher training at a MATO, if deemed necessary by the MATO, to reach the level of proficiency to safely operate the relevant type of aircraft. The refresher training:
 - (a) The objective of the refresher training is for the applicant to reach the level of proficiency necessary to safely operate the relevant type of aircraft. The amount of refresher training needed should be determined on a case-by-case basis by the MATO taking into account the following factors:
 - (i) the experience of the applicant;
 - (ii) the amount of time elapsed since the privileges of the rating were last used;
 - (iii) the complexity of the aircraft;
 - (iv) whether the applicant has a current rating on another aircraft type; and
 - (v) where considered necessary, the performance of the applicant during a simulated proficiency check for the rating in an FSTD or an aircraft of the relevant type.

It should be expected that the amount of training needed to reach the desired level of proficiency will increase analogously to the time elapsed since the privileges of the rating were last used.

- (b) After having determined the needs of the applicant the MATO should develop an individual training programme based on the initial training for the rating, focusing on the aspects where the applicant has shown the greatest needs.

- (c) Refresher training should include theoretical knowledge instruction, as necessary, such as for type-specific system failures in complex aircraft.

The performance of the applicant should be reviewed during the training and additional instruction should be provided to the applicant, where necessary, to reach the standard required for the proficiency check.

- (d) After successful completion of the training the MATO should issue the applicant with a training completion certificate or another document specified by the MAA-NLD, describing the evaluation of the factors listed in (a), the training received, and a statement that the training has been successfully completed. This certificate shall be uploaded in EMPIC together with the applicable Form C of the proficiency check. The newest version of the applicable Form C can be downloaded from:

https://intranet.mindf.nl/bs_2021/Directies/MLA/Publicaties/index.aspx

- (e) Taking into account the factors listed in (a) above, the MATO may also decide that the applicant already possesses the required level of proficiency and that no refresher training is necessary. In such a case, the certificate or other documental evidence referred to in (c) above should contain a respective statement including sufficient reasoning.

Notwithstanding the points (b)(1) and (b)(2) above, pilots holding a flight test rating issued in accordance with FCL.820 who were involved in development, certification or production flight tests for an aircraft type, and have completed either 50 hours of total flight time or 10 hours of flight time as PIC on test flights in that type, shall be entitled to apply for the renewal of the relevant type rating, provided that they comply with the experience requirements and the prerequisites for the issue of that type rating, as established in this Subpart for the relevant aircraft category.

SECTION 2: Specific requirements for the aeroplane category

FCL.720.A Experience requirements and prerequisites for the issue of type ratings — aeroplanes

Applicants for the issue of a type rating shall comply with the following experience requirements and prerequisites for the issue of the relevant rating:

(a) Single-pilot aeroplanes.

Applicants for the issue of a first type rating on a single-pilot aeroplane seeking the privilege to operate the aeroplane in multi-pilot operations shall meet the requirements in points (b)(4) and (b)(5).

Additionally, for:

- (1) (reserved)
- (2) (reserved)
- (3) Single-pilot high performance complex aeroplanes.

Applicants for the issue of a first type rating for a complex single pilot aeroplane classified as a high performance aeroplane shall hold a MPL(A)IR or MPL(H)IR. An applicant holding an MPL(H)IR shall pass the theoretical knowledge examination in the subjects as defined in appendix 1 para 2.2.

(b) Multi-pilot aeroplanes.

Applicants for the issue of the first type rating course for a multi-pilot aeroplane shall comply with the following requirements:

- (1) Hold an MPL(A);
- (2) hold or have held IR(A); and
- (3) (reserved)
- (4) except when the type rating course is combined with an MCC course:
 - (i) hold a certificate of satisfactory completion of an MCC course in aeroplanes; or
 - (ii) hold a certificate of satisfactory completion of MCC in helicopters and have more than 100 hours of flight experience as a pilot on multi-pilot helicopters; or
 - (iii) have at least 500 hours as a pilot on multi-pilot helicopters.
- (5) have completed the training course specified in FCL.745.A unless UPRT is included in the type rating program.

FCL.725.A Theoretical knowledge and flight instruction for the issue of type ratings — aeroplanes

- (a) (reserved)
- (b) (reserved)
- (c) For single-pilot non-high-performance complex aeroplanes, single-pilot high-performance complex aeroplanes and multi-pilot aeroplanes, the training courses shall include UPRT theoretical knowledge and flight instruction related to the specificities of the relevant type.

FCL.735.A Multi-crew cooperation training course — aeroplanes

- (a) The MCC training course shall comprise at least:
 - (1) 25 hours of theoretical knowledge instruction and exercises; and
 - (2) 15 hours of practical MCC training.

An FNPT II MCC or an FFS shall be used. When the MCC training is combined with initial type rating training, the practical MCC training may be reduced to no less than 10 hours if the same FFS is used for both the MCC and type rating training.

- (b) The MCC training course shall be completed within 6 months at a MATO.
- (c) Unless the MCC course has been combined with a type rating course, on completion of the MCC training course the applicant shall be given a certificate of completion.
- (d) An applicant having completed MCC training for any other category of aircraft shall be exempted from the requirement in (a)(1).

FCL.740.A Revalidation of type ratings — aeroplanes

- (a) For revalidation of multi-engine and single engine high performance complex type ratings, the applicant shall:
 - (1) pass a proficiency check in accordance with Appendix 9 to this NLD-MAR-FCL in the relevant type of aeroplane or an FSTD representing that type and approved for this purpose by the MAA-NLD, within the 3 months immediately preceding the expiry date of the rating. For the evaluation of the proficiency check, a Form C shall be used. The latest version for the applicable type of aircraft can be downloaded from: https://intranet.mindef.nl/bs_2021/Directies/MLA/Publicaties/index.aspx ; and
 - (2) complete during the period of validity of the rating, at least:
 - (i) 10 flights as pilot of the relevant type of aeroplane or simulator representing the relevant type of aeroplane and approved for this purpose by the MAA-NLD.
 - (ii) (reserved)
 - (3) (reserved)

- (4) The revalidation of an IR(A), if held, may be combined with a proficiency check for the revalidation of a type rating.
- (b) (reserved)
- (c) Applicants who fail to achieve a pass in all sections of a proficiency check before the expiry date of a type rating shall not exercise the privileges of that rating until a pass in the proficiency check has been achieved.

FCL.745.A Advanced UPRT course — aeroplanes

- (a) The advanced UPRT course shall be completed at a MATO and shall comprise at least:
 - (1) 5 hours of theoretical knowledge instruction;
 - (2) preflight briefings and postflight debriefings; and
 - (3) 3 hours of dual flight instruction with a flight instructor for aeroplanes FI(A) qualified in accordance with point FCL.915 (e) and consisting of advanced UPRT in an aeroplane qualified for the training task.
- b) Upon completion of the UPRT course, applicants shall be issued with a certificate of completion by the MATO.
- c) Pilots that completed a type rating course for a single-pilot high performance complex aeroplane are exempted from this requirement.

SECTION 3: Specific requirements for the helicopter category

FCL.720.H Experience requirements and prerequisites for the issue of type ratings — helicopters

An applicant for the issue of the first helicopter type rating shall comply with the following experience requirements and prerequisites for the issue of the relevant rating:

- (a) Multi-pilot helicopters. An applicant for the first type rating course for a multi-pilot helicopter type shall:
 - (1) Hold an MPL(H);
 - (2) hold or have held an IR(H);
 - (3) except when the type rating course is combined with an MCC course:
 - (i) hold a certificate of satisfactory completion of an MCC course in helicopters or aeroplanes; or
 - (ii) have at least 500 hours as a pilot on multi-pilot aeroplanes; or
 - (iii) have at least 500 hours as a pilot in multi-pilot operations on multi-engine helicopters;
 - (4) (reserved)

- (5) complete a theoretical course conducted by a MATO. The course shall cover the following subjects:
- Aircraft General Knowledge: airframe/systems/power plant, and instrument/electronics,
 - Flight Performance and Planning: mass and balance, performance;
- (b) An applicant for the first type rating course for a multi-pilot helicopter type who is a graduate from an MPL(H)/IR or MPL(H) integrated course and who does not have a total of 70 flight hours as Pilot in Command, shall have the type rating issued with the privileges limited to exercising functions as co-pilot only. The limitation shall be removed once the pilot has:
- (1) completed 70 hours as PIC or pilot-in-command under supervision of helicopters; and
 - (2) passed the multi-pilot skill test on the applicable helicopter type as PIC.
- (c) Single-pilot multi-engine helicopters. An applicant for the issue of a first type rating for a single-pilot multi-engine helicopter shall:
- (1) before starting flight training:
 - (i) have passed the MPL theoretical knowledge examinations; or
 - (ii) Complete a theoretical course conducted by a MATO. The course shall cover the following subjects:
 - Aircraft General Knowledge: airframe/systems/power plant, and instrument/electronics,
 - Flight Performance and Planning: mass and balance, performance;
 - (2) in the case of applicants who have not completed the MPL(H)/IR integrated training course, have completed at least 70 hours as PIC on helicopters.

FCL.735.H Multi-crew cooperation training course — helicopters

- (a) The MCC training course shall train the applicant in the applicable competences of the MilNotechs and shall comprise at least:
- (1) 25 hours of theoretical knowledge instruction and exercises; and
 - (2) 15 hours of practical MCC training. When the MCC training is combined with the initial type rating training for a multi-pilot helicopter, the practical MCC training may, if an FSTD is used, be reduced to not less than 10 hours if the same FSTD is used for both MCC and type rating;
- (b) The MCC training course shall be completed within 6 months at a MATO. An FNPT II or III qualified for MCC, an FTD 2/3 or an FFS shall be used.

- (c) Unless the MCC course has been combined with a multi-pilot type rating course, on completion of the MCC training course the applicant shall be given a certificate of completion.
- (d) An applicant having completed MCC training for any other category of aircraft shall be exempted from the requirement in (a)(1).
- (e) (reserved)

FCL.740.H Revalidation of type ratings — helicopters

- (a) Revalidation. For revalidation of type ratings for helicopters, the applicant shall:
 - (1) pass a proficiency check in accordance with Appendix 9 to this NLD-MAR-FCL in the relevant type of helicopter or an FSTD representing that type within the 3 months immediately preceding the expiry date of the rating. For the evaluation of the proficiency check, a Form C shall be used. The latest version for the applicable type of aircraft can be downloaded from:
https://intranet.mindef.nl/bs_2021/Directies/MLA/Publicaties/index.aspx; and
 - (2) complete at least 2 hours as a pilot of the relevant helicopter type within the validity period of the rating. The duration of the proficiency check may be counted towards the 2 hours;
 - (3) complete at least ten flights as pilot of the relevant type or flight simulator during the period of validity of the rating;
 - (4) (reserved)
 - (5) (reserved)
 - (6) The revalidation of an IR(H), if held, may be combined with a proficiency check for a type rating.
- (b) An applicant who fails to achieve a pass in all sections of a proficiency check before the expiry date of a type rating shall not exercise the privileges of that rating until a pass in the proficiency check has been achieved.

SUBPART I: ADDITIONAL RATINGS

FCL.820 Flight test rating

- (a) Holders of a pilot licence for aeroplanes or helicopters shall only act as PIC in category 1 or 2 flight tests, as defined in appendix 13, when they hold a flight test rating. To determine the appropriate flight test category, the matrix in appendix 13 can be used.
- (b) The obligation to hold a flight test rating established in (a) shall only apply to flight tests conducted on:
 - (1) helicopters certificated or to be certificated in accordance with the EASA standards of CS-27 or CS-29 or equivalent airworthiness codes; or
 - (2) aeroplanes certificated or to be certificated in accordance with:
 - (i) the EASA standards of CS-25 or equivalent airworthiness codes; or
 - (ii) the EASA standards of CS-23 or equivalent airworthiness codes, except for aeroplanes with an maximum take-off mass of less than 2 000 kg.
- (c) The privileges of the holder of a flight test rating are to, within the relevant aircraft category:
 - (1) in the case of a category 1 flight test rating, conduct all categories of flight tests, as defined in appendix 13, either as PIC or co-pilot;
 - (2) in the case of a category 2 flight test rating:
 - (i) conduct category 1 flight tests, as defined in appendix 13:
 - as a co-pilot; or
 - as PIC, in the case of aeroplanes referred to in (b)(2)(ii).
 - (ii) conduct all other categories of flight tests, as defined in appendix 13, either as PIC or co-pilot;
 - (3) conduct flights without a type rating as defined in Subpart H.
- (d) Applicants for the first issue of a flight test rating shall:
 - (1) hold at least an MPL in the appropriate aircraft category;
 - (2) have completed at least 1 000 hours of flight time in the appropriate aircraft category, of which at least 400 hours as PIC;

(3) have completed a training course at a MATO (or foreign/civil equivalent) appropriate to the intended aircraft and category of flights. The training shall cover at least the following subjects:

- Performance;
- Stability and control/Handling qualities;
- Systems;
- Test management;
- Risk/Safety management.

(e) The privileges of holders of a flight test rating may be extended to another category of flight test and another category of aircraft when they have completed an additional course of training at a MATO.

SUBPART J: INSTRUCTORS

SECTION 1: Common requirements

FCL.900 Instructor certificates

- (a) General. A person shall only carry out:
- (1) flight instruction in aircraft when he/she holds:
 - (i) a Dutch Military Pilot Licence issued in accordance with this Regulation;
 - (ii) an instructor certificate appropriate to the instruction given, issued in accordance with this Subpart;
 - (2) synthetic flight instruction or MCC instruction when he/she holds an instructor certificate appropriate to the instruction given, issued in accordance with this Subpart.
- (b) Special conditions:
- (1) When new aircraft are introduced, requirements such as to hold a licence and rating equivalent to the one for which instruction is being given, or to have adequate flight experience, may not be possible to comply with. In this case, to allow for the first instruction courses to be given to applicants for licences or ratings for these aircraft, MAA-NLD has the possibility to issue a specific certificate that does not have to comply with the requirements established in this Subpart.
 - (2) The MAA-NLD only gives these certificates to holders of other instruction qualifications. As far as possible, preference should be given to persons with at least 100 hours of experience in similar types or classes of aircraft.
 - (3) When the new aircraft type introduced in an operator's fleet already existed in other armed forces, the MAA will give the specific certificate to an applicant that is qualified as PIC on that aircraft.
 - (4) The certificate should ideally be limited in validity to the time needed to qualify the first instructors for the new aircraft in accordance with this Subpart, but in any case it should not exceed the 1 year established in the rule.
 - (5) Holders of a certificate issued in accordance with (b)(1) who wish to apply for the issue of an instructor certificate shall comply with the prerequisites and revalidation requirements established for that category of instructor. Notwithstanding FCL.905.TRI(b), a TRI certificate issued in accordance with this (sub)paragraph will include the privilege to instruct for the issue of a TRI or SFI certificate for the relevant type.
- (c) (reserved)

FCL.915 General prerequisites and requirements for instructors

(a) General.

Applicants for the issue of an instructor certificate shall be at least 18 years of age.

(b) Additional requirements for instructors providing flight instruction in aircraft.

Applicants for the issue of or holders of an instructor certificate with privileges to conduct flight instruction in an aircraft shall:

- (1) hold at least the MPL or, in the case of FCL.900(c), the equivalent licence/rating, and, where relevant, the rating for which flight instruction is to be given;
- (2) (reserved);
- (3) except in the case of the flight test instructor, have:
 - (i) completed at least 15 hours of flight time as a pilot on the type of military aircraft on which flight instruction is to be given, of which a maximum of 7 hours may be in an FSTD representing the type of aircraft, if applicable; or
 - (ii) passed an assessment of competence for the relevant category of instructor on that type of aircraft;
- (4) be entitled to act as PIC on the aircraft during such flight instruction.

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

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

(d) (reserved)

(e) Additional requirements for instructing in a training course in accordance with FCL.745.A:

- (1) In addition to (b), before acting as instructors for a training course according to FCL.745.A, holders of an instructor certificate shall:
 - (i) have at least 500 hours of flight time as pilots of aeroplanes, including 200 hours of flight instruction;
 - (ii) after complying with the experience requirements in point (e)(1)(i), have completed a UPRT instructor training course at a MATO, during which the competence of applicants shall have been assessed continuously; and
 - (iii) upon completion of the course, have been issued with a certificate of course completion by the MATO, whose Head of Training (HT) shall have entered the privileges specified in point (e)(1) in the logbook of the applicants.

- (2) The privileges referred to in point (e)(1) shall only be exercised if instructors have, during the last year, received refresher training at a MATO during which the competence required to instruct on a course in accordance with point FCL.745.A is assessed to the satisfaction of the HT.
- (3) Instructors holding the privileges specified in point (e)(1) may act as instructors for a course as specified in point (e)(1)(ii), provided that they:
 - (i) have 25 hours of flight instruction experience during training according to FCL745.A;
 - (ii) have completed an assessment of competence for this privilege; and
 - (iii) comply with the recency requirements in point (e)(2).
- (4) These privileges shall be entered in the logbook of the instructors and signed by the examiner.

FCL.920 Instructor competencies and assessment

All instructors shall be trained to achieve the following competences:

- 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.

FCL.930 Training course

- (a) An applicant for an instructor certificate shall have completed a course of theoretical knowledge and flight instruction at a (M)ATO.
- (b) In addition to the specific elements set out in this NLD-MAR-FCL for each category of instructor, the training course shall contain the elements required in point FCL.920.

FCL.935 Assessment of competence

(a) General:

- (1) The format and application form for the assessment of competence are determined by the MAA-NLD (see appendix 12).
 - (2) When an aircraft is used for the assessment, it should meet the requirements for training aircraft.
 - (3) If an aircraft is used for the test or check, the examiner acts as the PIC, except in circumstances agreed upon by the examiner when another instructor is designated as PIC for the flight or in case the aircraft it is a single seat aircraft.
 - (4) During the skill test the applicant occupies the seat normally occupied by the instructor (instructors seat if in an FSTD, or pilot seat if in an aircraft). The examiner, another instructor or, for MPA in an FFS, a real crew under instruction, functions as the 'student'. The applicant is required to explain the relevant exercises and to demonstrate their conduct to the 'student', where appropriate. Thereafter, the 'student' executes the same manoeuvres (if the 'student' is the examiner or another instructor, this can include typical mistakes of inexperienced students). The applicant is expected to correct mistakes orally or, if necessary, by intervening physically. For single seat aircraft the skill test is preferably done in the simulator. When necessary to perform the skill test in an aircraft, the examiner can fly in a chase aircraft to assess the candidates performance.
 - (5) The assessment of competence should also include additional demonstration exercises, as decided by the examiner and agreed upon with the applicant before the assessment. These additional exercises should be related to the training requirements for the applicable instructor certificate.
 - (6) All relevant exercises should be completed within a period of 6 months. However, all exercises should, where possible, be completed on the same day. In principle, failure in any exercise requires a retest covering all exercises, with the exception of those that may be retaken separately. The examiner may terminate the assessment at any stage if they consider that a retest is required.
- (b) Except for the synthetic training instructor (STI) and the flight test instructor (FTI), an applicant for an instructor certificate shall pass an assessment of competence in the appropriate aircraft category to demonstrate to an examiner qualified in accordance with Subpart K the ability to instruct a student pilot to the level required for the issue of the relevant military licence, rating or certificate.

- (c) The content of the assessment for the instructor will be in accordance with the MATO instructor syllabus. The assessment shall include:
 - (1) the demonstration of the competencies described in FCL.920, 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 aircraft type or FSTD;
 - (3) exercises adequate to evaluate the instructor's competencies.
- (d) The assessment shall be performed on the same type of aircraft or FSTD used for the flight instruction.
- (e) When an assessment of competence is required for revalidation of an instructor certificate, an applicant who fails to achieve a pass in the assessment before the expiry date of an instructor certificate shall not exercise the privileges of that certificate until the assessment has successfully been completed.

FCL.940 Validity of instructor certificates

Without prejudice to FCL.900(b)(1), instructor certificates shall be valid for a period of 3 years from the end of the month of issue..

SECTION 2: Specific requirements for the flight instructor — FI

FCL.905.FI FI — Privileges and conditions

The privileges of an FI are to conduct flight instruction for the issue, revalidation or renewal of:

- (a) an MPL in the appropriate aircraft category, provided that the FI has completed at least 500 hours of flight time as a pilot, including at least 100 hours of flight instruction.
- (b) an IR in the appropriate aircraft category, provided that the FI has at least 200 hours of flight time under IFR, of which up to 50 hours may be instrument ground time in an FFS, an FTD 2/3 or FNPT II.
- (c) single-pilot type ratings, except for single-pilot high performance complex aeroplanes, provided that the FI meets:
 - (1) (reserved);
 - (2) in the case of helicopters, the requirements established in FCL.910.TRI(c)(1) and the prerequisites for the TRI(H) training course established in FCL.915.TRI(d)(2);
- (d) an FI or STI certificate provided that the FI has:
 - (1) completed at least 500 hours of flight instruction in the appropriate military aircraft category;
 - (2) passed an assessment of competence in accordance with FCL.935 in the appropriate aircraft category to demonstrate to a Flight Instructor Examiner (FIE) the ability to instruct for the FI certificate.

FCL.910.FI FI — Restricted privileges

- (a) An FI shall have his or her privileges limited to conducting flight instruction under the supervision of an FI for the same category of aircraft nominated by the MATO for this purpose.
- (b) While conducting training under supervision, in accordance with (a), the FI shall not have the privilege to authorise student pilots to conduct first solo flights and first solo cross-country flights.
- (c) The limitations in (a) and (b) shall be removed from the FI certificate when the FI has completed at least:
 - (1) for the FI(A), 100 hours of flight instruction in aeroplanes and, in addition has supervised at least 5 student solo flights;
 - (2) for the FI(H) 100 hours of flight instruction in helicopters and, in addition has supervised at least 5 student solo flight air exercises.

FCL.915.FI FI — Prerequisites

An applicant for an FI certificate shall:

- (a) in the case of the FI(A) and FI(H):
 - (1) have received at least 10 hours of instrument flight instruction on the appropriate aircraft category, of which not more than 5 hours may be instrument ground time in an FSTD;
 - (2) have completed 20 hours of VFR flights on the appropriate aircraft category as PIC; and
- (b) additionally, for the FI(A):
 - (1) hold at least an MPL(A); or
 - (2) (reserved);
 - (3) have completed at least 30 hours on single-engine aeroplanes of which at least 5 hours shall have been completed during the 6 months preceding the pre-entry flight test set out in FCL.930.FI(a);
 - (4) (reserved);
- (c) (reserved).

FCL.930.FI FI — Training course

- (a) Applicants for the FI certificate shall have passed a specific pre-entry skill test with an FI qualified in accordance with FCL.905.FI(i) within the 6 months preceding the start of the course, to assess their ability to undertake the course. This pre-entry flight test shall be based on the proficiency check for type ratings as set out in Appendix 9 to this NLD-MAR-FCL.
- (b) The FI training course shall include:
 - (1) 25 hours of teaching and learning;
 - (2) in the case of an FI(A) and (H), at least 100 hours of theoretical knowledge instruction, including progress tests;
 - (3) in the case of an FI(A) and (H), at least 30 hours of flight instruction, of which 25 hours shall be dual flight instruction, of which 5 hours may be conducted in an FFS, an FNPT I or II or an FTD 2/3;
 - (4) When applying for an FI certificate in another category of aircraft, pilots holding or having held an FI(A) or (H) shall be credited with 55 hours towards the requirement in point (b)(2).

FCL.940.FI FI — Revalidation and renewal

- (a) For revalidation of an FI certificate, the holder shall fulfil 2 of the following 3 requirements:
 - (1) complete:
 - (i) at least 50 hours of flight instruction in the appropriate aircraft category during the period of validity of the certificate as FI, TRI or examiner. If the privileges to instruct for the IR are to be revalidated, 10 of these hours shall be flight instruction for an IR and shall have been completed within the last 12 months preceding the expiry date of the FI certificate;
 - (2) attend an instructor refresher seminar, within the validity period of the FI certificate;
 - (3) pass an assessment of competence in accordance with FCL.935, within the 12 months preceding the expiry date of the FI certificate.
- (b) For at least each alternate subsequent revalidation in the case of FI(A) or FI(H), the holder shall have to pass an assessment of competence in accordance with FCL.935.
- (c) Renewal. If the FI certificate has lapsed, the applicant shall, within a period of 12 months before renewal:
 - (1) attend an instructor refresher seminar; and
 - (2) pass an assessment of competence in accordance with FCL.935.

SECTION 3 (Non-existent)

SECTION 4: Specific requirements for the type rating instructor — TRI

FCL.905.TRI TRI — Privileges and conditions

The privileges of a TRI are to instruct for:

- (a) the revalidation and renewal of an IR, provided the TRI holds a valid IR;
- (b) the issue of a TRI or SFI certificate, provided that the holder has 2 years of experience as a TRI and the holder has completed the advanced UPRT course in accordance with FCL.745.A and
- (c) in the case of the TRI for single-pilot aeroplanes:
 - (1) the issue, revalidation and renewal of type ratings for single-pilot high performance complex aeroplanes when the applicant seeks privileges to operate in single-pilot operations.
 - (2) (reserved);
- (d) in the case of the TRI for multi-pilot aeroplanes:
 - (1) the issue, revalidation and renewal of type ratings for:
 - (i) multi-pilot aeroplanes;
 - (ii) single-pilot high performance complex aeroplanes when the applicant seeks privileges to operate in multi-pilot operations;
 - (2) MCC training;
 - (3) (reserved);
- (e) in the case of the TRI for helicopters:
 - (1) the issue, revalidation and renewal of helicopter type ratings;
 - (2) MCC training, provided he/she holds a multi-pilot helicopter type rating;
 - (3) (reserved).

FCL.910.TRI TRI — Restricted privileges

- (a) General. If the TRI training is only carried out in an FSTD representing that type and approved for this purpose by the MAA-NLD, the privileges of the TRI shall be restricted to training in the FSTD.

In this case, the TRI may conduct line flying under supervision, provided that the TRI training course has included additional training for this purpose.

- (b) TRI for aeroplanes — TRI(A). The privileges of a TRI are restricted to the type of aeroplane in which the training and the assessment of competence was taken. The privileges of the TRI shall be extended to further types when the TRI has:
- (1) completed within the 12 months preceding the application, at least 15 flights, including take-offs and landings on the applicable aircraft type, of which 7 flights may be completed in an FSTD representing that type and approved for this purpose by the MAA-NLD;
 - (2) completed the technical training and flight instruction parts of the relevant TRI course;
 - (3) passed the relevant sections of the assessment of competence in accordance with FCL.935 in order to demonstrate to an FIE or a TRE qualified in accordance with Subpart K his/her ability to instruct a pilot to the level required for the issue of a type rating, including pre-flight, post-flight and theoretical knowledge instruction.
- (c) TRI for helicopters — TRI(H).
- (1) The privileges of a TRI(H) are restricted to the type of helicopter in which the training and the assessment of competence was taken. The privileges of the TRI shall be extended to further types when the TRI has:
 - (i) completed the appropriate type technical part of the TRI course on the applicable type of helicopter or an FSTD representing that type and approved for this purpose by the MAA-NLD;
 - (ii) conducted at least 2 hours of flight instruction on the applicable type, under the supervision of an adequately qualified TRI(H); and
 - (iii) passed the relevant sections of the assessment of competence in accordance with FCL.935 in order to demonstrate to an FIE or TRE qualified in accordance with Subpart K his/her ability to instruct a pilot to the level required for the issue of a military type rating, including pre-flight, post-flight and theoretical knowledge instruction.
 - (2) Before the privileges of a TRI(H) are extended from single-pilot to multi-pilot privileges on the same type of helicopters, the holder shall have at least 100 hours in multi-pilot operations on this type.
- (d) Notwithstanding the paragraphs above, holders of a TRI certificate who have been issued with a military type rating in accordance with FCL.725(e) shall be entitled to have their TRI privileges extended to that new military type of aircraft.

FCL.915.TRI TRI — Prerequisites

An applicant for a TRI certificate shall:

- (a) hold an MPL on the applicable aircraft category;
- (b) for a TRI(MPA) certificate:
 - (1) have completed 1 500 hours flight time as a pilot on multi-pilot aeroplanes; and
 - (2) have completed, within the 12 months preceding the date of application 30 flights as PIC or co-pilot on the applicable aeroplane type, of which 15 flights may be completed in an FSTD representing that type of AC and approved for this purpose by the MAA-NLD;
 - (3) have at least a total flight time as pilot in command of 500 hours.
- (c) for a TRI(SPA) certificate:
 - (1) have completed, within the 12 months preceding the date of application 30 flights as PIC on the applicable aeroplane type, of which 15 flights may be completed in an FSTD representing that type and approved for this purpose by the MAA-NLD; and
 - (2)
 - (i) have competed at least 500 hours flight time as pilot on aeroplanes, including 30 hours as PIC on the applicable type of aeroplane;
or
 - (ii) (reserved);
- (d) for TRI(H):
 - (1) (reserved);
 - (2) for a TRI(H) certificate for single-pilot multi-engine helicopters, have completed 500 hours as pilot of helicopters, including 100 hours as PIC on single-pilot multi-engine helicopters;
 - (3) for a TRI(H) certificate for multi-pilot helicopters, have completed 750 hours of flight time, of which 500 flight hours as a pilot on helicopters, including:
 - (i) 400 hours as a pilot on the type of multi-pilot helicopter for which the TRI rating is applied for; or
 - (ii) for applicants already holding a TRI(H) certificate for single-pilot multi-engine helicopters, 100 hours as pilot of that type in multi-pilot operations;
 - (4) holders of an FI(H) certificate shall be fully credited towards the requirements of (1) and (2) in the relevant single-pilot helicopter.

FCL.930.TRI TRI — Training course

- (a) The TRI training course shall be a TRI course in accordance with a TRI syllabus at a MATO, and include at least:
 - (1) 25 hours of teaching and learning;
 - (2) 10 hours of technical training, including revision of technical knowledge, the preparation of lesson plans and the development of classroom/ simulator instructional skills;
 - (3) 5 hours of flight instruction on the appropriate aircraft or a simulator representing that aircraft for single-pilot aircraft and 10 hours for multi- pilot aircraft or an FSTD representing that type and approved for this purpose by the MAA-NLD.
- (b) Applicants holding or having held an instructor certificate shall be fully credited towards the requirement of (a)(1).
- (c) An applicant for a TRI certificate who holds an SFI certificate for the relevant type shall be fully credited towards the requirements of this paragraph for the issue of a TRI certificate restricted to flight instruction in simulators.

FCL.935.TRI TRI — Assessment of competence

- (a) The assessment conducted by a TRE in an FSTD representing that type and approved for this purpose by the MAA-NLD, should consist of at least 2 hours of flight instruction related to the privileges of a TRI on the applicable FSTD.
- (b) The assessment conducted in an aircraft by a TRE should consist of training flight related to the privileges of a TRI.
- (c) For the initial issue of a TRI certificate, the TRI assessment of competence shall be conducted on an aircraft. If the TRI assessment of competence for the initial issue of a TRI certificate is conducted in an FSTD representing that type and approved for this purpose by the MAA-NLD, the TRI certificate shall be restricted to flight instruction in the FSTD. This restriction shall be lifted when the TRI has passed the assessment of competence on an aircraft.

FCL.940.TRI TRI — Revalidation and renewal

- (a) Revalidation:
 - (1) Aeroplanes. For revalidation of a TRI(A) certificate, the applicant shall within the validity period of the TRI certificate, complete 50 hours of flight instruction on each of the types of aircraft for which instructional privileges are held or in an FSTD representing those types and approved for this purpose by the MAA-NLD. Within the last 12 months preceding the expiry date of the certificate 15 of these 50 hours of flight instruction shall be accomplished and in those 12 months the applicant shall also fulfil one of the following 3 requirements:
 - (i) Conduct one of the following parts of a complete type rating training course: simulator session of at least 2 hours or one air exercise of at least 1 hour comprising a minimum of 2 take-offs and landings or touch and go's.

(ii) Receive instructor refresher training as a TRI at a MATO. This refresher training for revalidation of the TRI and SFI certificates should be provided as a seminar. The seminar should consist of 6 hours of learning and may be held in the form of either one or more of the following: e-learning, two-way online meetings, face-to-face seminars. The content of the refresher seminar for revalidation should be selected from the following items:

- relevant changes to the regulations;
- the role of the instructor;
- teaching and learning styles;
- observational skills;
- instructional techniques;
- briefing and debriefing skills;
- Threat and Error Management (TEM);
- human performance and limitations;
- flight safety, prevention of incidents and accidents, including those specific to the MATO;
- significant changes in the content of the military aviation system;
- legal aspects and enforcement procedures;
- developments in competency-based instruction;
- report writing; and
- any additional topics proposed by the MAA-NLD.

(iii) Pass the assessment of competence in accordance with FCL.935.

(2) Helicopters. For revalidation of a TRI(H) certificate, the applicant shall, within the validity period of the TRI certificate, fulfil 2 of the following 3 requirements:

(i) Complete 50 hours of flight instruction on each of the types of aircraft for which instructional privileges are held or in an FSTD representing that type and approved for this purpose by the MAA-NLD, of which at least 15 hours shall be within the 12 months preceding the expiry date of the TRI certificate.

In the case of TRI(H), time flown as FI, synthetic flight instructor (SFI), synthetic training instructor (STI) or as any kind of examiner shall also be relevant for this purpose.

- (ii) Receive instructor refresher training as a TRI at a MATO. This instructor refresher training shall be the same as described above in (1) (ii).
 - (iii) Pass the assessment of competence in accordance with FCL.935.
- (3) For at least each alternate revalidation of a TRI certificate, the holder shall have to pass the assessment of competence in accordance with FCL.935.
- (4) If a person holds a TRI certificate on more than one type of aircraft within the same category, the assessment of competence taken on one of those types shall revalidate the TRI certificate for the other types held within the same category of aircraft.
- (5) Specific requirements for revalidation of a TRI(H). A TRI(H) holding an FI(H) certificate on the relevant type shall have full credit towards the requirements in (a) above. In this case, the TRI(H) certificate will be valid until the expiry date of the FI(H) certificate.
- (b) **Renewal**
- (1) **Aeroplanes.** If the TRI(A) certificate has lapsed the applicant shall, within a period of 12 months before the renewal application, have:
- (i) completed at least 30 flights on the applicable aeroplane type, of which not more than 15 flights may be completed in an FSTD representing that type and approved for this purpose by the MAA-NLD; and
 - (ii) pass the assessment of competence in accordance with FCL.935 in each of the types of aircraft in which renewal of the instructional privileges is sought; and
 - (iii) conducted on a complete type rating course at least 2 hours of flight instruction on the applicable type of aeroplane under the supervision of a TRI(A).
- (2) **Helicopters.** If the TRI(H) certificate has lapsed, the applicant shall, within a period of 12 months before the renewal application:
- (i) receive instructor refresher training as a TRI at a MATO, which should cover the relevant elements of the TRI training course; and
 - (ii) pass the assessment of competence in accordance with FCL.935 in each of the types of aircraft in which renewal of the instructional privileges is sought.

SECTION 5 (Reserved)

SECTION 6 (Reserved)

SECTION 7: Specific requirements for the synthetic flight instructor — SFI

FCL.905.SFI SFI — Privileges and conditions

The privileges of an SFI are to carry out synthetic flight instruction, within the relevant aircraft category, for:

- (a) the issue, revalidation and renewal of an IR, provided that he/she holds or has held an IR in the relevant aircraft category; and
- (b) in the case of SFI for single-pilot aeroplanes:
 - (1) The issue, revalidation and renewal of type ratings for single-pilot high performance complex aeroplanes, when the applicant seeks privileges to operate in single-pilot operations.

The privileges of the SFI(SPA) may be extended to flight instruction for single-pilot high performance complex aeroplanes type ratings in multi- pilot operations, provided that he/she:
 - (i) (reserved);
 - (ii) holds or has held a TRI certificate for multi-pilot aeroplanes; and
 - (2) provided that the privileges of the SFI(SPA) have been extended to multi-pilot operations in accordance with (1):
 - (i) MCC.
- (c) in the case of SFI for multi-pilot aeroplanes:
 - (1) the issue, revalidation and renewal of type ratings for:
 - (i) multi-pilot aeroplanes;
 - (ii) single-pilot high performance complex aeroplanes when the applicant seeks privileges to operate in multi-pilot operations;
 - (2) MCC;
- (d) in the case of SFI for helicopters:
 - (1) the issue, revalidation and renewal of helicopter type ratings;
 - (2) MCC training, when the SFI has privileges to instruct for multi-pilot helicopters.

FCL.910.SFI SFI — Restricted privileges

The privileges of the SFI shall be restricted to the FTD 2/3 or FFS of the aircraft type in which the SFI training course was taken.

The privileges may be extended to other FSTDs representing further types of the same category of aircraft when the holder has:

- (a) satisfactorily completed the simulator content of the relevant type rating course; and
- (b) conducted on a complete type rating course at least 3 hours of flight instruction related to the duties of an SFI on the applicable type under the supervision and to the satisfaction of a TRE qualified for this purpose.

FCL.915.SFI SFI — Prerequisites

An applicant for an SFI certificate shall:

- (a) hold or have held a MPL in the appropriate aircraft category; and
- (b) have completed the proficiency check for the issue of the specific aircraft type rating in an FSTD representing that type and approved for this purpose by the MAA-NLD, within the 12 months preceding the application; and
- (c) additionally, for an SFI(A) for multi-pilot aeroplanes, have:
 - (1) at least 1500 hours flight time as a pilot on multi-pilot aeroplanes;
 - (2) completed, as a pilot or as an observer, within the 12 months preceding the application, at least:
 - (i) 3 flights on the flight deck of the applicable aircraft type; or
 - (ii) 2 line-orientated flight training-based simulator sessions conducted by qualified flight crew on the flight deck of the applicable type. These simulator sessions shall include 2 flights of at least 2 hours each between 2 different aerodromes, and the associated pre-flight planning and de-briefing;
- (d) additionally, for an SFI(A) for single-pilot high performance complex aeroplanes:
 - (1) have completed at least 500 hours of flight time as PIC on single-pilot aeroplanes;
 - (2) hold or have held a multi-engine IR(A) rating; and
 - (3) have met the requirements in (c)(2);

- (e) additionally, for an SFI(H), have:
 - (1) completed, as a pilot or as an observer, at least 1 hour of flight time on the flight deck of the applicable type, within the 12 months preceding the application; and
 - (2) in the case of multi-pilot helicopters, at least 1000 hours of flying experience as a pilot on helicopters, including at least 350 hours as a pilot on multi-pilot helicopters;
 - (3) in the case of single-pilot multi-engine helicopters, completed 500 hours as pilot of helicopters, including 100 hours as PIC on single-pilot multi- engine helicopters;
 - (4) (reserved).

FCL.930.SFI SFI — Training course

- (a) The training course for the SFI shall include:
 - (1) the FSTD content of the applicable type rating course;
 - (2) the content of the TRI training course.
- (b) An applicant for an SFI certificate who holds a TRI certificate for the relevant type shall be fully credited towards the requirements of this paragraph.

FCL.940.SFI SFI — Revalidation and renewal

- (a) Revalidation. For revalidation of an SFI certificate the applicant shall, within the validity period of the SFI certificate, fulfil 2 of the following 3 requirements:
 - (1) complete 50 hours as an instructor or an examiner in FSTDs, of which at least 15 hours shall be within the 12 months preceding the expiry date of the SFI certificate;
 - (2) receive instructor refresher training as an SFI at a MATO;
 - (3) pass the relevant sections of the assessment of competence in accordance with FCL.935.
- (b) Additionally, the applicant shall have completed, on an FFS, the proficiency checks for the issue of the specific aircraft type ratings representing the types for which privileges are held.
- (c) For at least each alternate revalidation of an SFI certificate, the holder shall have to comply with the requirement of (a)(3).
- (d) Renewal. If the SFI certificate has lapsed, the applicant shall, within the 12 months preceding the application:
 - (1) complete the simulator content of the SFI training course;
 - (2) fulfil the requirements specified in (a)(2) and (3).

SECTION 8 (Reserved)

SECTION 9: Specific requirements for the synthetic training instructor — STI

FCL.905.STI STI — Privileges and conditions

- (a) The privileges of an STI are to carry out synthetic flight instruction in the appropriate aircraft category for:
- (1) the issue of a licence;
 - (2) the issue, revalidation or renewal of an IR, provided that he/she holds or has held an IR in the relevant aircraft category.
- (b) (reserved).

FCL.910.STI STI — Restricted privileges

The privileges of an STI shall be restricted to the FNPT II/III, FTD 2/3 or FFS in which the STI training course was taken.

The privileges may be extended to other FSTDs representing further types of aircraft when the holder has:

- (a) completed the FFS content of the TRI course on the applicable type;
- (b) passed the proficiency check for the specific aircraft type rating on an FFS of the applicable type, within the 12 months preceding the application;
- (c) (reserved).

FCL.915.STI STI — Prerequisites

An applicant for an STI certificate shall:

- (a) hold, or have held within the 3 years prior to the application, a pilot licence and instructional privileges appropriate to the courses on which instruction is intended; and
- (b) have completed in an FNPT the relevant proficiency check for the type rating, within a period of 12 months preceding the application.
- (c) additionally, for an STI(H), have completed at least 1 hour of flight time as an observer on the flight deck of the applicable type of helicopter, within the 12 months preceding the application.

FCL.930.STI STI — Training course

- (a) The training course for the STI shall comprise at least 3 hours of flight instruction related to the duties of an STI in an FFS, FTD 2/3 or FNPT II/III, under the supervision of an FIE. These hours of flight instruction under supervision shall include the assessment of the applicant's competence as described in FCL.920.
- (b) This course shall also include the FFS content of the applicable TRI course.

FCL.940.STI Revalidation and renewal of the STI certificate

- (a) Revalidation. For revalidation of an STI certificate the applicant shall have, within the last 12 months of the validity period of the STI certificate:
 - (1) conducted at least 3 hours of flight instruction in an FFS or FNPT II/III or BITD, as part of a complete MPL, IR, or type rating course; and
 - (2) passed in the FFS, FTD 2/3 or FNPT II/III on which flight instruction is routinely conducted, the applicable sections of the proficiency check in accordance with Appendix 9 to this NLD-MAR-FCL for the appropriate type of aircraft.

- (b) Renewal. If the STI certificate has lapsed, the applicant shall:
 - (1) receive refresher training as an STI at a MATO; and
 - (2) pass in the FFS, FTD 2/3 or FNPT II/III on which flight instruction is routinely conducted, the applicable sections of the proficiency check in accordance with Appendix 9 to this NLD-MAR-FCL for the appropriate type of aircraft.
 - (3) conduct on a complete MPL type rating course, at least 3 hours of flight instruction under the supervision of an FI, or TRI(H) nominated by the MATO for this purpose. At least 1 hour of flight instruction shall be supervised by an FIE(A).

SECTION 10 (Reserved)

SECTION 11 (Reserved)

SUBPART K: EXAMINERS

SECTION 1: Common requirements

FCL.1000 Examiner and assessor certificates

- (a) General. Holders of an examiner or assessor certificate shall:
- (1) hold an equivalent licence, rating or certificate to the ones for which they are authorised to conduct skill tests, proficiency checks or assessments of competence and the privilege to instruct for them;
 - (2) be qualified to act as PIC on the aircraft during a skill test, proficiency check or assessment of competence when conducted on the aircraft.
- (b) Special conditions:
- (1) In the case of introduction of new aircraft in the Dutch military 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 type of aircraft 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 examiner certificate shall comply with the prerequisites and revalidation requirements for that category of examiner.
- (c) Examination outside The Netherlands:
- (1) Notwithstanding paragraph (a), in the case of skill tests and proficiency checks provided by a MATO located outside The Netherlands, the MAA-NLD issue an examiner certificate to an applicant holding a pilot licence issued by a third country in accordance with ICAO Annex 1, provided that the applicant:
 - (i) holds at least an equivalent licence, rating, or certificate to the one for which they are authorised to conduct skill tests, proficiency checks or assessments of competence;
 - (ii) complies with the requirements established in this Subpart for the issue of the relevant examiner certificate; and
 - (iii) demonstrates to the MAA-NLD an adequate level of knowledge of the MAA-NLD rules to be able to exercise examiner privileges in accordance with this Part.

FCL.1005 Limitation of privileges in case of vested interests

Examiners and assessors shall not conduct:

- (a) skill tests or assessments of competence of applicants for the issue of a licence, rating or certificate:
 - (1) to whom they have provided more than 50 % of the required flight instruction for the licence, rating or certificate for which the skill test or assessment of competence is being taken; or
 - (2) when they have been responsible for the recommendation for the skill test, in accordance with FCL.030(b);
- (b) skill tests, proficiency checks or assessments of competence whenever they feel that their objectivity may be affected.

FCL.1010 Prerequisites for examiners

Applicants for an examiner certificate shall demonstrate:

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

FCL.1015 Examiner course

- (a) An applicant for an examiner certificate shall undertake an examiners course which is provided by the MAA-NLD.
- (b) The examiner course shall consist of theoretical instruction and shall include, at least:
 - (1) instruction on the applicable requirements in this part and the applicable air operations requirements, the conduct of skill tests, proficiency checks and assessments of competence, and their documentation and reporting;
 - (2) a briefing on the applicable Netherlands (military) regulations;
 - (3) an instruction on how to get access to these national procedures and requirements of other competent authorities when needed; and
 - (4) instruction in how to register the licence/rating in the computer program EMPIC.

FCL.1020 Examiners assessment of competence

Applicants for an examiner certificate shall demonstrate their competence to an inspector from the MAA-NLD or another examiner through the conduct of a skill test, proficiency check or assessment of competence in the 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.

FCL.1025 Validity, revalidation and renewal of examiner certificates

- (a) Validity. An examiner certificate shall be valid for 3 years.
- (b) Revalidation. An examiner certificate shall be revalidated when the holder has, during the validity period of the certificate:
 - (1) conducted at least 2 skill tests, proficiency checks or assessments of competence every year;
 - (2) (reserved);
 - (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 another examiner.
 - (4) When the applicant for the revalidation holds privileges for more than one category of examiner, combined revalidation of all examiner privileges may be achieved when the applicant complies with the requirements in (b)(1) and FCL.1020 for one of the categories of examiner certificate held, in agreement with the MAA-NLD.
- (c) Renewal. If the certificate has expired, applicants shall comply with the requirements of FCL.1020 before they can resume the exercise of the privileges.
- (d) An examiner certificate shall only be revalidated or renewed if the applicant demonstrates to the MAA-NLD continued compliance with the requirements in FCL.1010 and FCL.1030.

FCL.1030 Conduct of skill tests, proficiency checks and assessments of competence

- (a) When conducting skill tests, proficiency checks and assessments of competence, 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 this NLD-MAR-FCL for the issue, revalidation or renewal of the licence, 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.
 - (4) ensure that the skill test, proficiency check or assessment of competence is not involving an applicant for which the MAA-NLD is not the competent authority.
- (b) After completion of the skill test or proficiency check, the examiner shall:
 - (1) Inform the applicant of the result of the test. In the event of a partial pass or fail, the examiner shall inform the applicant that he/she may not exercise the privileges of the rating until a full pass has been obtained. The 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, fill out the appropriate form (available on intranet: https://intranet.mindef.nl/bs_2021/Directies/MLA/Publicaties/index.aspx):
- (i) MAA-NLD Form 182 for Multi Pilot Aircraft;
 - (ii) MAA-NLD Form 183 for Multi Pilot Helicopter;
 - (iii) MAA-NLD Form 184 for Single Pilot Aircraft.
- (3) After completion of this form, upload this form and enter the revalidation or renewal data in EMPIC and issue a new and up to date licence to the applicant with the correct ratings and/or endorsements with the updated validity dates.;
- (4) Provide the applicant with a signed report of the skill test or proficiency check and upload without delay copies of the report in EMPIC. The report shall include:
- (i) (reserved);
 - (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 examiner shall record the reasons for this assessment;
 - (iii) the result of the test, check or assessment of competence;
 - (iv) (reserved);
 - (v) (reserved).
- (c) Records shall be stored for 3 years with details of all skill tests, proficiency checks and assessments of competence performed and their results.
- (d) Upon request by the MAA-NLD, or the competent authority responsible for the applicant's licence, examiners shall submit all records and reports, and any other information, as required for oversight activities.

SECTION 2: Specific requirements for flight examiners — FE

FCL.1005.FE FE — Privileges and conditions

- (a) FE(A). The privileges of an FE for aeroplanes are to conduct:
- (1) skill tests and proficiency checks for the IR and associated single-pilot type ratings ;
 - (2) skill tests for the issue of the MPL(A), provided that the examiner has completed at least 500 hours of flight time as a pilot on aeroplanes, including at least 250 hours of flight instruction;
- (b) (reserved).

FCL.1010.FE FE — Prerequisites

An applicant for an FE certificate shall hold an FI certificate in the appropriate aircraft category and if applicable an instrument rating for the specific type.

SECTION 3: Specific requirements for type rating examiners — TRE

FCL.1005.TRE TRE — Privileges and conditions

- (a) TRE(A). The privileges of a TRE for aeroplanes are to conduct:
- (1) skill tests for the initial issue of type ratings for aeroplanes;
 - (2) proficiency checks for revalidation or renewal of type ratings and IRs;
 - (3) (reserved);
 - (4) (reserved);
 - (5) assessments of competence for the issue, revalidation or renewal of a TRE, TRI or SFI certificate in the applicable aircraft category, provided that the examiner has completed at least 3 years as a TRE.
- (b) TRE(H). The privileges of a TRE(H) are to conduct:
- (1) skill tests and proficiency checks for the issue, revalidation or renewal of helicopter type ratings;
 - (2) proficiency checks for the revalidation or renewal of IRs, or for the extension of the IR(H) from single-engine helicopters to multi-engine helicopters, provided the TRE(H) holds a valid IR(H);
 - (3) (reserved);
 - (4) assessments of competence for the issue, revalidation or renewal of a TRE(H), TRI(H) or SFI(H) certificate, provided that the examiner has completed at least 3 years as a TRE.

FCL.1010.TRE TRE — Prerequisites

- (a) TRE(A). Applicants for a TRE certificate for aeroplanes shall:
- (1) in the case of multi-pilot aeroplanes, have completed 1500 hours of flight time as a pilot of multi-pilot aeroplanes, as applicable, of which at least 500 hours shall be as PIC;
 - (2) in the case of single-pilot high performance complex aeroplanes, have completed 500 hours of flight time as a pilot of single-pilot aeroplanes, of which at least 200 hours shall be as PIC;
 - (3) hold a MPL(A) and a TRI(A) certificate for the applicable type;
 - (4) for the initial issue of an TRE certificate, have completed at least 50 hours of flight instruction as a TRI, FI or SFI in the applicable type or an FSTD representing that type and approved for this purpose by the MAA-NLD.
- (b) TRE(H). Applicants for a TRE (H) certificate for helicopters shall:
- (1) hold a TRI(H) certificate for the applicable type;
 - (2) for the initial issue of a TRE certificate, have completed 50 hours of flight instruction as a TRI, FI or SFI in the applicable type or an FSTD representing that type and approved for this purpose by the MAA-NLD;
 - (3) in the case of multi-pilot helicopters, hold an MPL(H) and have completed 1500 hours of flight as a pilot on multi-pilot helicopters, of which at least 500 hours shall be as PIC;
 - (4) in the case of single-pilot multi-engine helicopters:
 - (i) have completed 1000 hours of flight as pilot on helicopters, of which at least 500 hours shall be as PIC;
 - (ii) hold an MPL(H) and, when applicable, a valid IR(H);
 - (5) (reserved);
 - (6) Before the privileges of a TRE(H) are extended from single-pilot multi-engine to multi-pilot multi-engine privileges on the same type of helicopter, the holder shall have at least 100 hours in multi-pilot operations on this type.
 - (7) In the case of applicants for the first multi-pilot multi-engine TRE certificate, the 1500 hours of flight experience on multi-pilot helicopters required in (b)(3) may be considered to have been met if they have completed the 500 hours of flight time as PIC on a multi-pilot helicopter of the same type.

SECTION 4 (Reserved)

SECTION 5 (Reserved)

SECTION 6: Specific requirements for Synthetic Flight Examiner — SFE

FCL.1005.SFE SFE — Privileges and conditions

- (a) SFE(A). The privileges of an SFE on aeroplanes are to conduct in an FSTD representing that type and approved for this purpose by the MAA-NLD :
- (1) skill tests and proficiency checks for the issue, revalidation or renewal of type ratings for multi-pilot aeroplanes or single-pilot high performance complex aeroplanes;
 - (2) proficiency checks for revalidation or renewal of IRs, provided that he/she holds or has held an IR in the relevant aircraft category;
 - (3) (reserved);
 - (4) (reserved);
 - (5) assessments of competence for the issue, revalidation or renewal of an SFI(A) certificate in the relevant aircraft category, provided that the examiner has completed at least 3 years as an SFE(A).
- (b) SFE(H). The privileges of an SFE for helicopters are to conduct in an FSTD representing that type and approved for this purpose by the MAA-NLD:
- (1) skill tests and proficiency checks for the issue, revalidation and renewal of type ratings for helicopters; and
 - (2) proficiency checks for the revalidation and renewal of IR(H)s, provided that the SFE(H) complies with the requirements in FCL.1010.IRE(b) for the applicable aircraft category;
 - (3) (reserved);
 - (4) assessments of competence/skill tests and proficiency checks for the issue, revalidation or renewal of an SFI(H) certificate, provided that the examiner has completed at least 3 years as an SFE(H).

FCL.1010.SFE SFE — Prerequisites

- (a) SFE(A). Applicants for an SFE certificate for aeroplanes shall:
- (1) hold or have held an MPL(A), a type rating and an SFI(A) certificate for the applicable type of aeroplane.
 - (2) have at least 1500 hours of flight time as a pilot on aeroplanes;
 - (3) for the initial issue of an SFE(A) certificate, have completed at least 50 hours of synthetic flight instruction as an SFI(A) on the applicable type.

- (b) SFE(H). Applicants for an SFE certificate for helicopters shall:
 - (1) hold or have held an Dutch MPL(H), a type rating and an SFI(H) certificate for the applicable type of helicopter.
 - (2) have at least 1000 hours of flight time as a pilot on multi-pilot helicopters;
 - (3) for the initial issue of an SFE(H) certificate, have completed at least 50 hours of synthetic flight instruction as an SFI(H) on the applicable type.

SECTION 7: Specific requirements for the flight instructor examiner — FIE

FCL.1005.FIE FIE — Privileges and conditions

- (a) FIE(A). The privileges of an FIE on aeroplanes are to conduct assessments of competence for the issue, revalidation or renewal of certificates for FI(A) and TRI(A) on single-pilot aeroplanes, provided that the relevant instructor certificate is held.
- (b) (reserved).

FCL.1010.FIE FIE — Prerequisites

- (a) FIE(A). Applicants for an FIE certificate for aeroplanes shall in case of applicants wishing to conduct assessments of competence:
 - (1) hold the relevant instructor certificate, as applicable;
 - (2) have completed 1000 hours of flight time as a pilot on aeroplanes; and
 - (3) have at least 100 hours of flight time instructing applicants for an instructor certificate.
 - (4) have an IR in the appropriate aircraft category.
- (b) (reserved).

SECTION 8: Specific requirements for the Profcheck Assessor – PA

FCL.1005.PA Privileges and conditions

- (a) The privileges of a PA are to conduct proficiency checks for revalidation of a type rating and or instrument rating.
- (b) Two categories of PA's recognised per type of aircraft:
 - (1) Profcheck Assessor – single-pilot
 - (2) Profcheck Assessor – multi-pilot.
- (c) Entries in the licence. In licences where revalidation entries may be made by the Profcheck Assessor, the Profcheck Assessor will enter the required data in EMPIC, upload the proficiency check form and print a new licence for the applicant.
- (e) The PA shall comply with appropriate standardization arrangements made or approved by the MAA-NLD.

FCL.1010.PA Prerequisites

(For additional prerequisites see FCL.1010.PA.A (SPA), FCL.1010.PA.A (MPA), FCL.1010.PA.H (SPH), FCL.1010.PA.H (MPH))

- (a) An applicant for a Profcheck Assessors authorisation shall not exercise the privileges of the specific authorisation unless the applicant meets the following requirements:
 - (1) hold a licence and rating at least equal to the licence or rating for which they are authorized to conduct the proficiency checks; and
 - (2) is qualified to act as PIC on the aircraft during a proficiency check, unless specified otherwise, and shall meet the applicable requirements as set out in this subpart.

FCL.1015.PA Training and examination

Authorisation. The applicant for a Profcheck Assessor authorisation shall have:

- (1) conducted the MAA-NLD Examiner course; and
- (2) passed at least one proficiency check in the role of an Profcheck Assessor for which authorisation is sought, including briefing, conduct of the proficiency check, assessment of the applicant to whom the proficiency check is given, de-briefing and recording of documentation. This 'Profcheck Assessor Authorisation Assessment of Competence' will be supervised by a Profcheck Assessor Senior or a TRE.

FCL.1025.PA Validity, revalidation and renewal of assessor privileges

- (a) Validity period of the authorisation. A Profcheck Assessor's authorisation is valid for not more than 36 months in addition to the remainder of the month of issue or revalidation.
- (b) Revalidation of the authorisation. A Profcheck Assessor's authorisation can be revalidated by conducting 2 proficiency checks every year of which one is supervised by a Profcheck Assessor Senior or a TRE.
- (c) Renewal of the authorisation. If the Profcheck Assessors authorisation has expired the Profcheck Assessor shall comply with the requirement in FCL.1015.PA(2).

SECTION 8.1: Specific requirements for the Profcheck Assessor aeroplane – PA(A)

FCL.1010.PA.A (SPA) Prerequisites

(For general prerequisites, see FCL.1010.PA)

- (a) An applicant for a PA(SPA) authorisation shall not exercise the privileges of the PA unless the applicant meets the following requirements:
 - (1) have 24 months of operational experience in a squadron; and
 - (2) completed not less than 900 hours flight time as a pilot of helicopters or aeroplanes, of which:
 - (i) 150 hours Instrument Time; and
 - (ii) 400 hours on the specific type;

- (3) hold a valid type rating and, if applicable, an instrument rating for the specific aeroplane.

FCL.1010.PA.A (MPA) Prerequisites

(For general prerequisites, see FCL.1010.PA)

- (a) An applicant for a PA(MPA) authorisation shall not exercise the privileges of the PA(MPA) unless the applicant meets the following requirements:
 - (1) have 36 months of operational experience; and
 - (2) completed not less than 1500 hours flight time as a pilot of aeroplanes or helicopters of which:
 - (i) at least 800 hours shall be on the type of aeroplane the proficiency check will be given; and
 - (ii) 500 hours PIC; and
 - (iii) 150 hours instrument time; and
 - (3) hold a valid type rating and if applicable an instrument rating for the specific aeroplane.

SECTION 8.2: Specific requirements for the Profcheck Assessor helicopter – PA(H)

FCL.1010.PA.H (SPH) – Prerequisites

(For general prerequisites, see FCL.1010.PA)

- (a) An applicant for a PA(SPH) authorisation shall not exercise the privileges of the PA unless the applicant meets the following requirements:
 - (1) have 36 months of operational experience in a squadron; and
 - (2) completed not less than 750 hours flight time as a pilot of helicopters or aeroplanes, of which:
 - (i) 150 hours instrument time, if applicable; and
 - (ii) 400 hours on the specific type;
 - (3) hold a valid type rating and if applicable an instrument rating for the specific helicopter.

FCL.1010.PA.H (MPH) Prerequisites

(For general prerequisites, see FCL.1010.PA)

- (a) An applicant for a PA(MPH) authorisation shall not exercise the privileges of the PA(MPH) unless the applicant meets the following requirements:
 - (1) have 48 months of operational experience in a squadron; and
 - (2) completed not less than 1000 hours flight time as a pilot of helicopters or aeroplanes of which:
 - (i) at least 500 hours shall be on the specific type of helicopter the proficiency check will be given; and
 - (ii) 150 hours instrument time.
 - (3) hold a valid type rating and if applicable an instrument rating for the specific helicopter.

SECTION 9: Specific requirements for the Profcheck Assessor senior – PAS

FCL.1005.PAS Privileges and conditions

The privileges of a PAS are to conduct: proficiency checks for revalidation of a Profcheck Assessor authorisation.

FCL.1010.PAS Prerequisites

- a) An applicant for a PAS authorisation shall not exercise the privileges of the PAS unless the applicant meets the following requirements:
 - (1) have at least 60 months of operational experience in a squadron; and
 - (2) completed not less than 1500 hours flight time as a pilot of helicopters or aeroplanes, of which:
 - (i) 150 hours instrument time; and
 - (ii) 1000 hours on the type of aircraft for which the PAS authorisation is sought ;
 - (3) hold a valid type and instrument rating on the type of aircraft for which the PAS authorisation is sought;
 - (4) hold a relevant PA authorisation for at least 3 years.

FCL.1015.PAS Training and examination

The applicant for a PAS authorisation shall have passed at least one proficiency check in the role of a PAS for which authorisation is sought, including briefing, conduct of the proficiency check, assessment of the applicant to whom the proficiency check is given, de-briefing and recording of documentation. This 'Profcheck Assessor Senior Authorisation Assessment of Competence' is supervised by a TRE.

FCL.1025.PAS Validity, revalidation and renewal of senior assessor privileges

- (a) Validity period of authorisation. A PAS authorisation is valid for not more than 36 months in addition to the remainder of the month of issue or revalidation.
- (b) Revalidation of authorisation. A PAS authorisation can be revalidated by conducting 6 proficiency checks in 36 months and one of his own profchecks within a 36 month period will be supervised by a TRE.
- (c) Renewal of authorisation. If the PAS authorisation has expired the PAS shall comply with the requirements PAS training and examination.

Appendix 1: Crediting of theoretical knowledge

CREDITING OF THEORETICAL KNOWLEDGE FOR THE ISSUE OF A PILOT LICENCE — BRIDGE INSTRUCTION AND EXAMINATION REQUIREMENTS

1. (Reserved)

2. Dutch Military Pilot Licence – MPL

- 2.1. Applicants for the issue of a MPL holding a MPL in another category of aircraft shall have received theoretical knowledge bridge instruction at an MATO on an approved course according to the differences identified between the MPL syllabi for different aircraft categories.
- 2.2. Applicants shall pass theoretical knowledge examinations as defined in this NLD-MAR-FCL for the following subjects in the appropriate aircraft category:
- 021 — Aircraft General Knowledge: Airframe and Systems, Electrics, Powerplant, Emergency Equipment,
 - 022 — Aircraft General Knowledge: Instrumentation,
 - 032/034 — Performance Aeroplanes or Helicopters, as applicable,
 - 070 — Operational Procedures, and
 - 080 — Principles of Flight.
- 2.3. An applicant for a MPL having passed the relevant theoretical examinations for an IR in the same category of aircraft is credited towards the theoretical knowledge requirements in the following subjects:
- Human Performance,
 - Meteorology and
 - Communications.

3. (Reserved)

4 IR

- 4.1. Applicants for the issue of an IR having passed the relevant theoretical examinations for a MPL in the same aircraft category is credited towards the theoretical knowledge requirements in the following subjects:
- Human Performance,
 - Meteorology and
 - Communications.

Appendix 2: Language Proficiency Rating Scale - Expert, extended and operational level

Language Proficiency Rating Scale — Expert, extended and operational level

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, e.g. 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 and/or accent) or registers.	Responses are immediate, appropriate, and informative. Manages the speaker/listener relationship effectively.

Level	Pronunciation	Structure	Vocabulary	Fluency	Comprehension	Interactions
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 unexpected circumstances, but rarely interfere with meaning.	Vocabulary range and accuracy are usually sufficient to communicate effectively on common, concrete, and work-related topics. Can often paraphrase successfully when lacking vocabulary particularly in unusual or unexpected circumstances.	Produces stretches of language at an appropriate tempo. There may be occasional loss of fluency on transition from rehearsed or formulaic speech to spontaneous interaction, but this does not prevent effective communication. Can make limited use of discourse markers and connectors. Fillers are not distracting.	Comprehension is mostly accurate on common, concrete, and work-related topics when the accent or variety used is sufficiently intelligible for an international 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.	Responses are usually immediate, appropriate, and informative. Initiates and maintains exchanges even when dealing with an unexpected turn of events. Deals adequately with apparent misunderstandings by checking, confirming, or clarifying.

Appendix 3: Training courses for the issue of an MPL

1. This appendix describes the requirements for the different types of training courses for the issue of a MPL, with an IR.
2. An applicant wishing to transfer to another MATO during a training course shall apply to the MAA-NLD for a formal assessment of the further hours of training required.

A. (Reserved)

B. (Reserved)

C. MPL/IR integrated course — Aeroplanes

GENERAL

1. The aim of the MPL(A) and IR(A) integrated course is to train pilots to the level of proficiency necessary to operate single-pilot single-engine or multi- engine aeroplanes and to obtain the MPL(A)/IR.
2. An applicant wishing to undertake an MPL(A)/IR integrated course shall complete all the instructional stages in one continuous course of training as arranged by one or more MATO's.
3. (Reserved).
4. The course shall comprise:
 - (a) theoretical knowledge instruction to MPL(A) and IR knowledge level; and
 - (b) visual and instrument flying training.
5. (Reserved).

THEORETICAL KNOWLEDGE

6. An MPL(A)/IR theoretical knowledge course shall comprise at least 500 hours of instruction. The theoretical knowledge course shall at least contain the following subjects:

- **Air Law:**
 - international law: conventions, agreements and organisations;
 - airworthiness of aircraft;
 - aircraft nationality and registration marks;
 - personnel licensing;
 - rules of the air;
 - procedures for air navigation services: aircraft operations;
 - air traffic services and air traffic management;
 - aeronautical information service;
 - aerodromes or heliports;
 - facilitation;
 - search and rescue;
 - security;
 - aircraft accident and incident investigation.

- **Aircraft General Knowledge — Airframe/Systems/Power plant:**
 - system design, loads, stresses and maintenance;
 - airframe;
 - hydraulics;
 - landing gear, wheels, tyres and brakes;
 - flight controls;
 - pneumatics: pressurisation and air conditioning;
 - anti and de-icing systems;
 - fuel system;
 - electrics;
 - piston engines;
 - turbine engines;
 - protection and detection systems;
 - oxygen systems;
 - helicopter: miscellaneous systems;
 - helicopter: rotor heads;
 - helicopter: transmission;
 - helicopter: blades.

- **Aircraft General Knowledge — Instrumentation:**
 - sensors and instruments;
 - measurement of air data parameters;
 - magnetism: direct reading compass and flux valve;
 - gyroscopic instruments;
 - inertial navigation and reference systems;
 - aeroplane: automatic flight control systems;
 - helicopter: automatic flight control systems;
 - trims, yaw damper and flight envelope protection;
 - auto throttle: automatic thrust control system;
 - communication systems;
 - FMS;
 - alerting systems and proximity systems;
 - integrated instruments: electronic displays;
 - maintenance, monitoring and recording systems;
 - digital circuits and computers.

- **Mass and Balance:**
 - purpose of mass and balance considerations;
 - loading;
 - fundamentals of centre of gravity calculations;
 - mass and balance details of aircraft
 - determination of centre of gravity position
 - cargo handling.

- **Performance:**
 - general;
 - performance se aeroplanes;
 - performance me aeroplanes;
 - performance helicopters.

- **Flight Planning and Monitoring:**
 - flight planning for VFR flights;
 - flight planning for IFR flights;
 - fuel planning;
 - pre-flight preparation;
 - ATS flight plan;
 - flight monitoring and in-flight re-planning.

- **Human Performance:**
 - human factors: basic concepts;
 - basic aviation physiology and health maintenance;
 - basic aviation psychology.

- **Meteorology:**
 - the atmosphere;
 - wind;
 - thermodynamics;
 - clouds and fog;
 - precipitation;
 - air masses and fronts;
 - pressure systems;
 - climatology;
 - flight hazards;
 - meteorological information.

- **General Navigation:**
 - basics of navigation;
 - magnetism and compasses;
 - charts;
 - dead reckoning navigation;
 - in-flight navigation.

- **Radio Navigation:**
 - basic radio propagation theory;
 - radio aids;
 - radar;
 - area navigation systems and RNAV or FMS;
 - GNSS.

- **Operational Procedures:**
 - general requirements;
 - special operational procedures and hazards (general aspects);
 - helicopter emergency procedures

- **Principles of Flight:**
 - *Aeroplanes:*
 - subsonic aerodynamics;
 - high speed aerodynamics;
 - stability;
 - control;
 - limitations;
 - propellers;
 - flight mechanics.
 - *Helicopters:*
 - subsonic aerodynamics;
 - transonic aerodynamics and compressibility effects;
 - rotorcraft types;
 - main rotor aerodynamics;
 - main rotor mechanics;
 - tail rotors;
 - equilibrium, stability and control;
 - helicopter flight mechanics.

- **Communications:**
 - *VFR communications:*
 - VFR communications;
 - definitions;
 - general operating procedures;
 - relevant weather information terms (VFR);
 - action required to be taken in case of communication failure;
 - distress and urgency procedures;
 - general principles of VHF propagation and allocation of frequencies.
 - *IFR communications:*
 - definitions;
 - general operating procedures;
 - action required to be taken in case of communication failure;
 - distress and urgency procedures;
 - relevant weather information terms (IFR);
 - general principles of VHF propagation and allocation of frequencies;
 - Morse code.

THEORETICAL KNOWLEDGE EXAMINATION

7. An applicant shall demonstrate a level of knowledge appropriate to the privileges granted to the holder of an MPL(A) and an IR.

FLYING TRAINING

8. The flying training, not including type rating training, shall comprise a total of at least 180 hours, to include all progress tests, of which up to 40 hours for the entire course may be instrument ground time. Within the total of 180 hours, applicants shall complete at least:
- (a) 80 hours of dual instruction, of which up to 40 hours may be instrument ground time;
 - (b) 70 hours as PIC, including VFR flight and instrument flight time which may be flown as SPIC. The instrument flight time as SPIC shall only be counted as PIC flight time up to a maximum of 20 hours;
 - (c) 50 hours of cross-country flight as PIC, including a VFR cross-country flight of at least 540 km (300 NM), in the course of which full stop landings at two aerodromes different from the aerodrome of departure shall be made;
 - (d) 5 hours flight time shall be completed at night, comprising 3 hours of dual instruction, which shall include at least 1 hour of cross-country navigation and 5 solo take-offs and 5 solo full stop landings; and
 - (e) 100 hours of instrument time comprising, at least:
 - (1) 20 hours as SPIC; and
 - (2) 50 hours of instrument flight instruction, of which up to:
 - (i) 25 hours may be instrument ground time in an FNPT I; or
 - (ii) 40 hours may be instrument ground time in an FNPT II, FTD 2 or FFS, of which up to 10 hours may be conducted in an FNPT I.
 - (f) If the applicant is holder of an IR(H), the total amount of instrument instruction required may be reduced to 10 hours on airplanes, of which not more than 50% may be completed in a suitable STD.
 - (g) hours to be carried out in a high performance aeroplane that has a variable pitch propeller and retractable landing gear.

SKILL TESTS

9. Upon completion of the related flying training the applicant shall take the MPL(A) skill test and the IR skill test on either a multi-engine aeroplane or a single-engine aeroplane.

D – H (Reserved)

I. MPL/IR integrated course — Helicopters

GENERAL

1. The aim of the MPL(H)/IR integrated course is to train pilots to the level of proficiency necessary to operate single-pilot multi-engine helicopters and to obtain the MPL(H)/IR multi-engine helicopter.
2. An applicant wishing to undertake an MPL(H)/IR integrated course shall complete all the instructional stages in one continuous course of training as arranged by one or multiple MATO's.
3. (Reserved)
4. course shall comprise:
 - (a) theoretical knowledge instruction to MPL(H) and IR knowledge level; and
 - (b) visual and instrument flying training.
5. reserved.

THEORETICAL KNOWLEDGE

6. An MPL(H)/IR theoretical knowledge course shall comprise at least 750 hours of instruction.

THEORETICAL KNOWLEDGE EXAMINATION

7. An applicant shall demonstrate a level of knowledge appropriate to the privileges granted to the holder of an MPL(H) and an IR.

FLYING TRAINING

8. The flying training shall comprise a total of at least 180 hours including all progress tests of which up to 40 hours for the entire course may be instrument ground time. Within the 180 hours, applicants shall complete at least:
 - (a) 125 hours of dual instruction, of which:
 - (i) 75 hours visual instruction, which may include:
 - (1) 30 hours in a helicopter FFS level C/D; or
 - (2) 25 hours in a helicopter FTD 2,3; or
 - (3) 20 hours in a helicopter FNPT II/III; or
 - (4) 20 hours in an aeroplane;

- (ii) 50 hours instrument instruction which may include:
 - (1) up to 20 hours in a helicopter FFS or FTD 2,3, or FNPT II, III; or
 - (2) 10 hours in at least a helicopter FNPT I or an aeroplane.
 - (3) If the applicant is holder of an IR(A), the total amount of instrument instruction required may be reduced to 10 hours on helicopters, of which not more than 50% may be completed in a suitable STD.

If the helicopter used for the flying training is of a different type from the FFS used for the visual training, the maximum credit shall be limited to that allocated for the FNPT II/III in i) 3);

- (b) 55 hours as PIC, of which 40 hours may be as SPIC. At least 14 hours solo day and 1 hour solo night shall be made;
- (c) 10 hours dual cross-country flying;
- (d) 10 hours of cross-country flight as PIC, including a VFR cross-country flight of at least 185 km (100 NM) in the course of which full stop landings at two different aerodromes from the aerodrome of departure shall be made;
- (e) 5 hours of flight time in helicopters shall be completed at night comprising 3 hours of dual instruction including at least 1 hour of cross-country navigation and 5 solo night circuits. Each circuit shall include a take-off and a landing;
- (f) 50 hours of dual instrument time comprising:
 - (i) 10 hours basic instrument instruction time; and
 - (ii) 40 hours IR Training, which shall include at least 10 hours in a multi-engine IFR-certificated helicopter.

SKILL TEST

- 9. Upon completion of the related flying training, the applicant shall take the MPL(H) skill test on a multi-engine helicopter and the IR skill test on an IFR-certificated multi-engine helicopter.

J. (Reserved)

Appendix 4: Skill test for the issue of an MPL

A. General

1. An applicant for a skill test for the MPL shall, at least partly, have received instruction on the same type of aircraft to be used in the test.
2. An applicant shall pass all the relevant sections of the skill test. If any item in a section is failed, that section is failed. Failure in more than one section will require the applicant to take the entire test again. An applicant failing only in one section shall only repeat the failed section. Failure in any section of the retest, including those sections that have been passed on a previous attempt, will require the applicant to take the entire test again. All relevant sections of the skill test shall be completed within 6 months. Failure to achieve a pass in all relevant sections of the test in two attempts will require further training.
3. Further training may be required following any failed skill test. There is no limit to the number of skill tests that may be attempted.

CONDUCT OF THE TEST

4. Should the applicant choose to terminate a skill test for reasons considered inadequate by the Flight Examiner (FE), the applicant shall retake the entire skill test. If the test is terminated for reasons considered adequate by the FE, only those sections not completed shall be tested in a further flight.
5. At the discretion of the FE, any manoeuvre or procedure of the test may be repeated once by the applicant. The FE may stop the test at any stage if it is considered that the applicant's demonstration of flying skills requires a complete re-test.
6. An applicant shall be required to fly the aircraft from a position where the PIC functions can be performed and to carry out the test as if no other crew member is present. Responsibility for the flight shall be allocated in accordance with national regulations.
7. An applicant shall indicate to the FE the checks and duties carried out, including the identification of radio facilities. Checks shall be completed in accordance with the checklist for the aircraft on which the test is being taken. During pre-flight preparation for the test, the applicant is required to determine power settings and speeds. Performance data for take-off, approach and landing shall be calculated by the applicant in compliance with the operations manual or flight manual for the aircraft used.
8. The FE shall take no part in the operation of the aircraft except where intervention is necessary in the interests of safety or to avoid unacceptable delay to other traffic.

B. Content of the skill test for the issue of an MPL — Aeroplanes

1. 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 and have a variable pitch propeller and retractable landing gear, or shall have a jet engine.
2. The route to be flown shall be chosen by the FE and the destination shall be a controlled aerodrome. The applicant shall be responsible for the flight planning and shall ensure that all equipment and documentation for the execution of the flight are on board. The flight shall be one dedicated sortie.
3. The applicant shall demonstrate the ability to:
 - (a) operate the aeroplane within its limitations;
 - (b) complete all manoeuvres with smoothness and accuracy;
 - (c) exercise good judgement and airmanship;
 - (d) apply aeronautical knowledge; and
 - (e) maintain control of the aeroplane at all times in such a manner that the successful outcome of a procedure or manoeuvre is never seriously in doubt.

FLIGHT TEST TOLERANCES

4. The following limits shall apply, corrected to make allowance for turbulent conditions and the handling qualities and performance of the aeroplane used.

Height

normal flight ± 100 feet

with simulated engine failure ± 150 feet

Tracking on radio aids $\pm 5^\circ$

Heading

normal flight $\pm 10^\circ$

with simulated engine failure $\pm 15^\circ$

Speed

take-off and approach ± 5 knots

all other flight regimes ± 10 knots

CONTENT OF THE TEST

5. Items in Section 2(c) and (e)(iv), and the whole of Sections 5 and 6 may be performed in an FNPT II or an FFS.

Use of the aeroplane checklists, airmanship, control of the aeroplane by external visual reference, anti-icing/de-icing procedures and principles of threat and error management apply in all sections.

SECTION 1 — PRE-FLIGHT OPERATIONS AND DEPARTURE	
a	Pre-flight, including: Flight planning, Documentation, Mass and balance determination, Weather brief, NOTAMS
b	Aeroplane inspection and servicing
c	Taxiing and take-off
d	Performance considerations and trim
e	Aerodrome and traffic pattern operations
f	Departure procedure, altimeter setting, collision avoidance (lookout)
g	ATC liaison — compliance, R/T procedures
SECTION 2 — GENERAL AIRWORK	
a	Control of the aeroplane by external visual reference, including straight and level, climb, descent, lookout
b	Flight at critically low airspeeds including recognition of and recovery from incipient and full stalls
c	Turns, including turns in landing configuration. Steep turns 45°
d	Flight at critically high airspeeds, including recognition of and recovery from spiral dives
e	Flight by reference solely to instruments, including: <ul style="list-style-type: none"> (i) level flight, cruise configuration, control of heading, altitude and airspeed (ii) climbing and descending turns with 10°-30° bank (iii) recoveries from unusual attitudes (iv) limited panel instruments
f	ATC liaison — compliance, R/T procedures
SECTION 3 — EN-ROUTE PROCEDURES	
a	Control of aeroplane by external visual reference, including cruise configuration Range/Endurance considerations
b	Orientation, map reading
c	Altitude, speed, heading control, lookout
d	Altimeter setting. ATC liaison — compliance, R/T procedures
e	Monitoring of flight progress, flight log, fuel usage, assessment of track error and re-establishment of correct tracking
f	Observation of weather conditions, assessment of trends, diversion planning
g	Tracking, positioning (NDB or VOR), identification of facilities (instrument flight). Implementation of diversion plan to alternate aerodrome (visual flight)
SECTION 4 — APPROACH AND LANDING PROCEDURES	
a	Arrival procedures, altimeter setting, checks, lookout
b	ATC liaison — compliance, R/T procedures
c	Go-around action from low height
d	Normal landing, crosswind landing (if suitable conditions)
e	Short field landing
f	Approach and landing with idle power (single-engine only)

g	Landing without use of flaps
h	Post-flight actions
SECTION 5 — ABNORMAL AND EMERGENCY PROCEDURES	
This section may be combined with Sections 1 through 4	
a	Simulated engine failure after take-off (at a safe altitude), fire drill
b	Equipment malfunctions including alternative landing gear extension, electrical and brake failure
c	Forced landing (simulated)
d	ATC liaison — compliance, R/T procedures
e	Oral questions
SECTION 6 — SIMULATED ASYMMETRIC FLIGHT	
This section may be combined with Sections 1 through 5	
a	Simulated engine failure during take-off (at a safe altitude unless carried out in an FFS)
b	Asymmetric approach and go-around
c	Asymmetric approach and full stop landing
d	Engine shutdown and restart
e	ATC liaison — compliance, R/T procedures, Airmanship
f	As determined by the FE — any relevant items of the type rating skill test to include, if applicable: <ul style="list-style-type: none"> (i) aeroplane systems including handling of autopilot (ii) operation of pressurisation system (iii) use of de-icing and anti-icing system
g	Oral questions

C. Content of the skill test for the issue of the MPL — Helicopters

1. The helicopter used for the skill test shall meet the requirements for training helicopters.
2. The area and route to be flown shall be chosen by the FE and all low level and hover work shall be at an approved aerodrome/site. Routes used for Section 3 may end at the aerodrome of departure or at another aerodrome and one destination shall be a controlled aerodrome. The skill test may be conducted in 1 or 2 dedicated sorties.
3. The applicant shall demonstrate the ability to:
 - (a) operate the helicopter within its limitations;
 - (b) complete all manoeuvres with smoothness and accuracy;
 - (c) exercise good judgement and airmanship;
 - (d) apply aeronautical knowledge; and
 - (e) maintain control of the helicopter at all times in such a manner that the successful outcome of a procedure or manoeuvre is never seriously in doubt.

FLIGHT TEST TOLERANCES

4. The following limits shall apply, corrected to make allowance for turbulent conditions and the handling qualities and performance of the helicopter used.

Height

normal flight ± 100 feet

simulated major emergency ± 150 feet

Tracking on radio aids ± 10°

Heading

normal flight ± 10°

simulated major emergency ± 15°

Speed

take-off and approach multi-engine ± 5 knots

all other flight regimes ± 10 knots

Ground drift

T.O. hover I.G.E. ± 3 feet

landing no sideways or backwards movement

CONTENT OF THE TEST

5. Items in Section 4 and in Section 5 where appropriate may be performed in a helicopter FNPT or a helicopter FFS. Use of helicopter checklists, airmanship, control of helicopter by external visual reference, anti-icing procedures, and principles of threat and error management apply in all sections.

SECTION 1 — PRE-FLIGHT/POST-FLIGHT CHECKS AND PROCEDURES				
a	Helicopter knowledge (e.g. technical log, fuel, mass and balance, performance), flight planning, documentation, NOTAMS, weather			
b	Pre-flight inspection/action, location of parts and purpose			
c	Cockpit inspection, starting procedure			
d	Communication and navigation equipment checks, selecting and setting frequencies			
e	Pre-take-off procedure, R/T procedure, ATC liaison-compliance			
f	Parking, shutdown and post-flight procedure			
SECTION 2 — HOVER MANOEUVRES, ADVANCED HANDLING AND CONFINED AREAS				
a	Take-off and landing (lift-off and touchdown)			
b	Taxi, hover taxi			
c	Stationary hover with head/cross/tail wind			
d	Stationary hover turns, 360° left and right (spot turns)			
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%;">NLD-MAR FCL v1.1</td> <td style="width: 33%;">Version date: 15 September 2022</td> <td style="width: 33%; text-align: right;">Page 82/165</td> </tr> </table>		NLD-MAR FCL v1.1	Version date: 15 September 2022	Page 82/165
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e	Forward, sideways and backwards hover manoeuvring
f	Simulated engine failure from the hover
g	Quick stops into and downwind
h	Sloping ground/unprepared sites landings and take-offs
i	Take-offs (various profiles)
j	Crosswind, downwind take-off (if practicable)
k	Take-off at maximum take-off mass (actual or simulated)
l	Approaches (various profiles)
m	Limited power take-off and landing
n	Auto-rotations (FE to select two items from — Basic, range, low speed, and 360° turns)
o	Auto-rotative landing
p	Practice forced landing with power recovery
q	Power checks, reconnaissance technique, approach and departure technique
SECTION 3 — NAVIGATION — EN-ROUTE PROCEDURES	
a	Navigation and orientation at various altitudes/heights, map reading
b	Altitude/height, speed, heading control, observation of airspace, altimeter setting
c	Monitoring of flight progress, flight log, fuel usage, endurance, ETA, assessment of track error and re-establishment of correct track, instrument monitoring
d	Observation of weather conditions, diversion planning
e	Tracking, positioning (NDB and/or VOR), identification of facilities
f	ATC liaison and observance of regulations, etc.
SECTION 4 — FLIGHT PROCEDURES AND MANOEUVRES BY SOLE REFERENCE TO INSTRUMENTS	
a	Level flight, control of heading, altitude/height and speed
b	Rate 1 level turns onto specified headings, 180° to 360° left and right
c	Climbing and descending, including turns at rate 1 onto specified headings
d	Recovery from unusual attitudes
e	Turns with 30° bank, turning up to 90° left and right
SECTION 5 — ABNORMAL AND EMERGENCY PROCEDURES (SIMULATED WHERE APPROPRIATE)	
Note 1: Where the test is conducted on a multi-engine helicopter a simulated engine failure drill, including a single-engine approach and landing, shall be included in the test.	
Note 2: The FE shall select four items from the following:	
a	Engine malfunctions, including governor failure, carburettor/engine icing, oil system, as appropriate
b	Fuel system malfunction
c	Electrical system malfunction
d	Hydraulic system malfunction, including approach and landing without hydraulics, as applicable
e	Main rotor and/or anti-torque system malfunction (FFS or discussion only)
f	Fire drills, including smoke control and removal, as applicable
g	Other abnormal and emergency procedures as outlined in appropriate flight manual, including for multi-engine helicopters: Simulated engine failure at take-off: rejected take-off at or before TDP or safe forced landing at or before DPATO, shortly after TDP or DPATO. Landing with simulated engine failure: landing or go-around following engine failure before LDP or DPBL, following engine failure after LDP or safe forced landing after DPBL.

Appendix 5 (Reserved)

Appendix 6 (Reserved)

Appendix 7: IR skill test

1. An applicant for an IR shall have received instruction on the same type of aircraft to be used in the test which shall be appropriately equipped for training and testing purposes.
2. An applicant shall pass all the relevant sections of the skill test. If any item in a section is failed, that section is failed. Failure in more than one section will require the applicant to take the entire test again. An applicant failing only one section shall only repeat the failed section. Failure in any section of the retest, including those sections that have been passed on a previous attempt, will require the applicant to take the entire test again. All relevant sections of the skill test shall be completed within 6 months. Failure to achieve a pass in all relevant sections of the test in two attempts will require further training.
3. Further training may be required following a failed skill test. There is no limit to the number of skill tests that may be attempted.

CONDUCT OF THE TEST

4. The test is intended to simulate a practical flight. The route to be flown shall be chosen by the examiner. An essential element is the ability of the applicant to plan and conduct the flight from routine briefing material. The applicant shall undertake the flight planning and shall ensure that all equipment and documentation for the execution of the flight are on board. The test shall be done in one dedicated sortie.
5. Should the applicant choose to terminate a skill test for reasons considered inadequate by the examiner, the applicant shall retake the entire skill test. If the test is terminated for reasons considered adequate by the examiner, only those sections not completed shall be tested in a further flight.
6. At the discretion of the examiner, any manoeuvre or procedure of the test may be repeated once by the applicant. The examiner may stop the test at any stage if it is considered that the applicant's demonstration of flying skill requires a complete retest.
7. An applicant shall fly the aircraft from a position where the PIC functions can be performed and to carry out the test as if there is no other crew member. The examiner shall take no part in the operation of the aircraft, except when intervention is necessary in the interests of safety or to avoid unacceptable delay to other traffic. Responsibility for the flight shall be allocated in accordance with national regulations.
8. Decision heights/altitude, minimum descent heights/altitudes and missed approach point shall be determined by the applicant and agreed by the examiner.
9. An applicant for an IR shall indicate to the examiner the checks and duties carried out, including the identification of radio facilities. Checks shall be completed in accordance with the authorised checklist for the aircraft on which the test is being taken. During pre-flight preparation for the test the applicant is required to determine power settings and speeds. Performance data for take-off, approach and landing shall be calculated by the applicant in compliance with the operations manual or flight manual for the aircraft used.

FLIGHT TEST TOLERANCES

10. The applicant shall demonstrate the ability to:
- operate the aircraft within its limitations;
 - complete all manoeuvres with smoothness and accuracy;
 - exercise good judgment and airmanship;
 - apply aeronautical knowledge; and
 - maintain control of the aircraft at all times in such a manner that the successful outcome of a procedure or manoeuvre is never seriously in doubt.
11. The following limits shall apply, corrected to make allowance for turbulent conditions and the handling qualities and performance of the aircraft used.

Height

Generally	± 100 feet
Starting a go-around at decision height/altitude	+50 feet/– 0 feet
Minimum descent height/MAP/altitude	+50 feet/– 0 feet

Tracking

On radio aids	± 5°
For angular deviations	Half scale deflection, azimuth and glide path (e.g. LPV, ILS, MLS, GLS)
2D (LNAV) and 3D (LNAV/VNAV) 'linear' lateral deviations	cross-track error/deviation shall normally be limited to ± ½ the RNP value associated with the procedure. Brief deviations from this standard up to a maximum of 1 time the RNP value are allowable.
3D linear vertical deviations (e.g. RNP APCH (LNAV/VNAV) using BaroVNAV)	not more than – 75 feet below the vertical profile at any time, and not more than + 75 feet above the vertical profile at or below 1000 feet above aerodrome level."

Heading

all engines operating	± 5°
with simulated engine failure	± 10°

Speed

all engines operating	± 5 knots
with simulated engine failure	+10 knots/– 5 knots

CONTENT OF THE TEST - Aeroplanes

Items marked with * may be performed in a FNPT or a FFS. Use of checklists, airmanship, anti-icing procedures, and principles of threat and error management apply in all sections.

SECTION 1 — PRE-FLIGHT OPERATIONS AND DEPARTURE	
Use of checklist, airmanship, anti-icing/de-icing procedures, etc., apply in all sections	
a	Use of flight manual (or equivalent) especially a/c performance calculation, mass and balance
b	Use of Air Traffic Services document, weather document
c	Preparation of ATC flight plan, IFR flight plan/log
d	Identification of the required nav aids for departure, arrival and approach procedures
e	Pre-flight inspection
f	Weather Minima
g	Taxiing
h	PBN departure (if applicable): — Check that the correct procedure has been loaded in the navigation system; and — Cross-check between the navigation system display and the departure chart.
i	Pre-take-off briefing, Take-off
j ^(o)	Transition to instrument flight
k ^(o)	Instrument departure procedures, including PBN departures, and altimeter setting
l ^(o)	ATC liaison — compliance, R/T procedures
SECTION 2 — GENERAL HANDLING ^(o)	
a	Control of the aeroplane by reference solely to instruments, including: level flight at various speeds, trim
b	Climbing and descending turns with sustained Rate 1 turn
c	Recoveries from unusual attitudes, including sustained 45° bank turns and steep descending turns
d ^(*)	Recovery from approach to stall in level flight, climbing/ descending turns and in landing configuration — only applicable to aeroplanes
e	Limited panel: stabilised climb or descent, level turns at Rate 1 onto given headings, recovery from unusual attitudes
SECTION 3 — EN-ROUTE IFR PROCEDURES ^(o)	
a	Tracking, including interception, e.g. NDB, VOR, or track between waypoints
b	Use of navigation system and radio aids
c	Level flight, control of heading, altitude and airspeed, power setting, trim technique
d	Altimeter settings
e	Timing and revision of ETAs (en-route hold, if required)

f	Monitoring of flight progress, flight log, fuel usage, systems' management
g	Ice protection procedures, simulated if necessary
h	ATC liaison — compliance, R/T procedures
SECTION 3a — ARRIVAL PROCEDURES	
a	Setting and checking of navigational aids, if applicable
b	Arrival procedures, altimeter checks
c	Altitude and speed constraints, if applicable
d	PBN arrival (if applicable): — Check that the correct procedure has been loaded in the navigation system; and — Cross-check between the navigation system display and the arrival chart. If not applicable, a regular STAR followed by an ILS, LOC ONLY, VOR/DME, TACAN or PAR approach can be performed.
SECTION 4 (o) — 3D OPERATIONS⁽⁺⁺⁾	
a	Setting and checking of navigational aids Check Vertical Path angle For RNP APCH: — Check that the correct procedure has been loaded in the navigation system; and — Cross-check between the navigation system display and the approach chart.
b	Approach and landing briefing, including descent/approach/landing checks, including identification of facilities
c ⁽⁺⁾	Holding procedure
d	Compliance with published approach procedure
e	Approach timing
f	Altitude, speed heading control (stabilised approach)
g ⁽⁺⁾	Go-around action
h ⁽⁺⁾	Missed approach procedure/landing
i	ATC liaison — compliance, R/T procedures
SECTION 5^(o) — 2D OPERATIONS⁽⁺⁺⁾	
a	Setting and checking of navigational aids For RNP APCH: — Check that the correct procedure has been loaded in the navigation system; and — Cross-check between the navigation system display and the approach chart.
b	Approach and landing briefing, including descent/approach/landing checks, including identification of facilities
c ⁽⁺⁾	Holding procedure
d	Compliance with published approach procedure
e	Approach timing
f	Altitude/Distance to MAPT, speed, heading control (stabilised approach), Stop Down Fixes (SDF(s)), if applicable
g ⁽⁺⁾	Go-around action
h ⁽⁺⁾	Missed approach procedure/landing
i	ATC liaison — compliance, R/T procedures
SECTION 6 — FLIGHT WITH ONE ENGINE INOPERATIVE (multi- engine aeroplanes only)^(o)	
a	Simulated engine failure after take-off or on go-around
b	Approach, go-around and procedural missed approach with one engine inoperative
c	Approach and landing with one engine inoperative
d	ATC liaison — compliance, R/T procedures
^(o)	Must be performed by sole reference to instruments.
^(*)	May be performed in an FFS, FTD 2/3 or FNPT II.
⁽⁺⁾	May be performed in either Section 5 or Section 6.

(++) To establish or maintain PBN privileges one approach in either Section 4 or Section 5 shall be an RNP APCH. Where an RNP APCH is not practicable, it shall be performed in an appropriately equipped FSTD.

Helicopters

Items marked with **** may be performed in a FNPT or a FFS. Use of checklists, airmanship, anti-icing procedures, and principles of threat and error management apply in all sections.

SECTION 1 — DEPARTURE	
Use of checklist, airmanship, anti-icing/de-icing procedures, etc., apply in all sections	
a	Use of flight manual (or equivalent) especially aircraft performance calculation; mass and balance
b	Use of Air Traffic Services document, weather document
c	Preparation of ATC flight plan, IFR flight plan/log
d	Identification of the required navaids for departure, arrival and approach procedures
e	Pre-flight inspection
f	Weather minima
g	Taxiing/Air taxi in compliance with ATC or instructions of instructor
h	PBN departure (if applicable): — Check that the correct procedure has been loaded in the navigation system; and — Cross-check between the navigation system display and the departure chart.
i	Pre-take-off briefing, procedures and checks
j	Transition to instrument flight
k	Instrument departure procedures, including PBN procedures
SECTION 2 — GENERAL HANDLING	
a	Control of the helicopter by reference solely to instruments, including:
b	Climbing and descending turns with sustained Rate 1 turn
c	Recoveries from unusual attitudes, including sustained 30° bank turns and steep descending turns
SECTION 3 — EN-ROUTE IFR PROCEDURES	
a	Tracking, including interception, e.g. NDB, VOR, RNAV
b	Use of radio aids
c	Level flight, control of heading, altitude and airspeed, power setting
d	Altimeter settings
e	Timing and revision of ETAs
f	Monitoring of flight progress, flight log, fuel usage, systems management
g	Ice protection procedures, simulated if necessary and if applicable
h	ATC liaison — compliance, R/T procedures
SECTION 3a — ARRIVAL PROCEDURES	
a	Setting and checking of navigational aids, if applicable
b	Arrival procedures, altimeter checks
c	Altitude and speed constraints, if applicable
d	PBN arrival (if applicable) — Check that the correct procedure has been loaded in the navigation system; and — Cross-check between the navigation system display and the arrival chart. If not applicable, a regular STAR followed by an ILS, LOC ONLY, VOR/DME, TACAN or PAR approach can be performed.

SECTION 4 — 3D OPERATIONS⁽⁺⁾

a	Setting and checking of navigational aids Check Vertical Path angle For RNP APCH: (a) Check that the correct procedure has been loaded in the navigation system; and (b) Cross-check between the navigation system display and the approach chart.
b	Approach and landing briefing, including descent/approach/landing checks
c ^(*)	Holding procedure
d	Compliance with published approach procedure
e	Approach timing
f	Altitude, speed, heading control (stabilised approach)
g ^(*)	Go-around action
h ^(*)	Missed approach procedure/landing
i	ATC liaison — compliance, R/T procedures

SECTION 5 — 2D OPERATIONS⁽⁺⁾

a	Setting and checking of navigational aids For RNP APCH: — Check that the correct procedure has been loaded in the navigation system; and — Cross-check between the navigation system display and the approach chart.
b	Approach and landing briefing, including descent/approach/landing checks and identification of facilities
c ^(*)	Holding procedure
d	Compliance with published approach procedure
e	Approach timing
f	Altitude, speed, heading control (stabilised approach)
g ^(*)	Go-around action
h ^(*)	Missed approach procedure ^(*) /landing
i	ATC liaison — compliance, R/T procedures

SECTION 6 — ABNORMAL AND EMERGENCY PROCEDURES

This section may be combined with Sections 1 through 5. The test shall have regard to control of the helicopter, identification of the failed engine, immediate actions (touch drills), follow-up actions and checks and flying accuracy, in the following situations:

a	Simulated engine failure after take-off and on/during approach ^(**) ^(****) (at a safe altitude unless carried out in an FFS or FNPT II/III, FTD 2,3)
b	Failure of stability augmentation devices/hydraulic system (if applicable)
c	Limited panel
d	Autorotation and recovery to a pre-set altitude ^(****)
e	Precision approach manually without flight director ^(***) Precision approach manually with flight director ^(***)

⁽⁺⁾ To establish or maintain PBN privileges one approach in either Section 4 or Section 5 shall be an RNP APCH. Where an RNP APCH is not practicable, it shall be performed in an appropriately equipped FSTD

^(*) To be performed in Section 4 or Section 5.

^(**) Multi-engine helicopter only.

^(***) Only one item to be tested.

^(****) may be performed in a FNPT or a FFS

Appendix 8: Theoretical knowledge syllabus for type ratings

I. SE AND ME AEROPLANES

- (a) Detailed listing for aeroplane structure and equipment, normal operation of systems and malfunctions:
- (1) dimensions: minimum required runway width for 180 ° turn.
 - (2) engine including auxiliary power unit:
 - (i) type of engine or engines;
 - (ii) in general, function of the following systems or components:
 - (A) engine;
 - (B) auxiliary power unit;
 - (C) oil system;
 - (D) fuel system;
 - (E) ignition system;
 - (F) starting system;
 - (G) fire warning and extinguishing system;
 - (H) generators and generator drives;
 - (I) power indication;
 - (J) reverse thrust;
 - (K) water injection.
 - (iii) on piston or turbine-propeller engines additionally:
 - (A) propeller system;
 - (B) feathering system.
 - (iv) engine controls (including starter), engine instruments and indications in the cockpit, their function, interrelation and interpretation;
 - (v) engine operation, including APU, during engine start, start and engine malfunctions, procedures for normal operation in the correct sequence.
 - (3) fuel system:
 - (i) location of the fuel tanks, fuel pumps, fuel lines to the engines, tank capacities, valves and measuring;

- (ii) location of the following systems:
 - (A) filtering;
 - (B) heating;
 - (C) fuelling and defueling;
 - (D) dumping;
 - (E) venting.
- (iii) in the cockpit:
 - (A) the monitors and indicators of the fuel system;
 - (B) quantity and flow indication, interpretation.
- (iv) procedures:
 - (A) fuel procedures distribution into the various tanks;
 - (B) fuel supply, temperature control and fuel dumping.
- (4) pressurisation and air conditioning:
 - (i) components of the system and protection devices;
 - (ii) cockpit monitors and indicators;
 - (iii) interpretation about the operational condition;
 - (iv) normal operation of the system during start, cruise, approach and landing, air conditioning airflow and temperature control.
- (5) ice and rain protection, windshield wipers and rain repellent:
 - (i) ice protected components of the aeroplane including engines, heat sources, controls and indications;
 - (ii) operation of the anti-icing or de-icing system during take-off, climb, cruise and descent, conditions requiring the use of the protection systems;
 - (iii) controls and indications of the windshield wipers and rain repellent systems operation.
- (6) hydraulic system:
 - (i) components of the hydraulic system(s), quantities and system pressure, hydraulically actuated components associated to the respective hydraulic system;

- (ii) controls, monitors and indicators in the cockpit, function and interrelation and interpretation of indications.
- (7) landing gear:
- (i) main components of the:
 - (A) main landing gear;
 - (B) nose gear;
 - (C) gear steering;
 - (D) wheel brake system, including anti-skid.
 - (ii) gear retraction and extension (including changes in trim and drag caused by gear operation);
 - (iii) required tyre pressure, or location of the relevant placard;
 - (iv) controls and indicators including warning indicators in the cockpit in relation to the retraction or extension condition of the landing gear and brakes;
 - (v) components of the emergency extension system.
- (8) flight controls and high lift devices:
- (i)
 - (A) aileron system;
 - (B) elevator system;
 - (C) rudder system;
 - (D) trim system;
 - (E) spoiler system;
 - (F) lift devices;
 - (G) stall warning system;
 - (H) take-off configuration warning system.
 - (ii) flight control system from the cockpit controls to the flight control or surfaces;
 - (iii) controls, monitors and indicators including warning indicators of the systems mentioned under (8) (i), interrelation and dependencies.

- (9) electrical power supply:
 - (i) number, power, voltage, frequency and location of the main power system (AC or DC), auxiliary power system location and external power system;
 - (ii) location of the controls, monitors and indicators in the cockpit;
 - (iii) flight instruments, communication and navigation systems, main and back-up power sources;
 - (iv) location of vital circuit breakers;
 - (v) generator operation and monitoring procedures of the electrical power supply.

- (10) flight instruments, communication, radar and navigation equipment, autoflight and flight data recorders:
 - (i) visible antennae;
 - (ii) controls and instruments of the following equipment in the cockpit during normal operation:
 - (A) flight instruments;
 - (B) flight management systems;
 - (C) radar equipment, including radio altimeter;
 - (D) communication and navigation systems;
 - (E) autopilot;
 - (F) flight data recorder, cockpit voice recorder and data-link communication recording function;
 - (G) TAWS;
 - (H) collision avoidance system;
 - (I) warning systems.

- (11) cockpit, cabin and cargo compartment:
 - (i) operation of the exterior, cockpit, cabin and cargo compartment lighting and the emergency lighting;
 - (ii) operation of the cabin and cargo doors, stairs, windows and emergency exits;

- (iii) main components of the oxygen system and their location, oxygen masks and operation of the oxygen systems for the crew and passengers, required amount of oxygen by means of a table or diagram.
- (12) emergency equipment operation and correct application of the following emergency equipment in the aeroplane:
- (i) portable fire extinguisher;
 - (ii) first-aid kits;
 - (iii) portable oxygen equipment;
 - (iv) emergency ropes;
 - (v) life-jacket;
 - (vi) life rafts;
 - (vii) emergency transmitters;
 - (viii) crash axes;
 - (ix) megaphones;
 - (x) emergency signals.
- (13) pneumatic system:
- (i) components of the pneumatic system, pressure source and actuated components;
 - (ii) controls, monitors and indicators in the cockpit and function of the system;
 - (iii) vacuum system.
- (b) Limitations:
- (1) general limitations:
- (i) certification of the aeroplane, category of operation, noise certification and maximum and minimum performance data for all flight profiles, conditions and aircraft systems:
 - (A) maximum tail and crosswind-components at take-off and landing;
 - (B) maximum speeds for flap extension v_{fo} ;
 - (C) at various flap settings v_{fe} ;
 - (D) for landing gear operation v_{lo} , M_{lo} ;
 - (E) for extended landing gear v_{le} , M_{le} ;

- (F) for maximum rudder deflection v_a , M_a ;
 - (G) for tyres;
 - (H) one propeller feathered.
- (ii) (A) minimum control speed air v_{mca} ;
 - (B) minimum control speed ground v_{mcg} ;
 - (C) stall speed under various conditions v_{so} , v_{s1} ;
 - (D) maximum speed v_{ne} , M_{ne} ;
 - (E) maximum speed for normal operation v_{mo} , M_{mo} ;
 - (F) altitude and temperature limitations;
 - (G) stick shaker activation.
- (iii) (A) maximum airport pressure altitude, runway slope;
 - (B) maximum taxi mass;
 - (C) maximum take-off mass;
 - (D) maximum lift off mass;
 - (E) maximum landing mass;
 - (F) zero fuel mass;
 - (G) maximum dumping speed v_{dco} , M_{dco} , v_{dce} , M_{dce} ;
 - (H) maximum load factor during operation;
 - (I) certificated range of centre of gravity.
- (2) engine limitations:
- (i) operating data of the engines:
 - (A) time limits and maximum temperatures;
 - (B) minimum RPMs and temperatures;
 - (C) torque;
 - (D) maximum power for take-off and go-around on pressure altitude or Flight altitude and temperature;
 - (E) piston engines: certified range of mixture;
 - (F) minimum and maximum oil temperature and pressure;

- (G) maximum starter time and required cooling;
 - (H) time between two start attempts for engines and auxiliary power unit;
 - (I) for propeller: maximum RPM of propeller triggering of automatic feathering device.
 - (ii) certified oil grades.
- (3) systems limitations:
 - (i) operating data of the following systems:
 - (A) pressurisation, air conditioning maximum pressures;
 - (B) electrical power supply, maximum load of main power system (AC or DC);
 - (C) maximum time of power supply by battery in case of emergency;
 - (D) mach trim system and yaw damper speed limits;
 - (E) autopilot limitations of various modes;
 - (F) ice protection;
 - (G) speed and temperature limits of window heat;
 - (H) temperature limits of engine and wing anti-ice.
 - (ii) fuel system: certified fuel specifications, minimum and maximum pressures and temperature of the fuel.
- (4) minimum equipment list.
- (c) Performance, flight planning and monitoring:
 - (1) performance calculation about speeds, gradients, masses in all conditions for take-off, en-route, approach and landing according to the documentation available (for example for take-off v_1 , v_{mbe} , v_r , v_{lof} , v_2 , take-off distance, maximum take-off mass and the required stop distance) on the following factors:
 - (i) accelerate or stop distance;
 - (ii) take-off run and distance available (TORA, TODA);
 - (iii) ground temperature, pressure altitude, slope, wind;
 - (iv) maximum load and maximum mass (for example ZFM);
 - (v) minimum climb gradient after engine failure;

- (vi) influence of snow, slush, moisture and standing water on the runway;
 - (vii) possible single or dual engine failure during cruise flight;
 - (viii) use of anti-icing systems;
 - (ix) failure of water injection system or antiskid system;
 - (x) speeds at reduced thrust, v_1 , v_{1red} , v_{mbe} , v_{mu} , v_r , v_{lof} , v_2 ;
 - (xi) safe approach speed v_{ref} , on v_{mca} and turbulent conditions;
 - (xii) effects of excessive approach speed and abnormal glideslope on the landing distance;
 - (xiii) minimum climb gradient during approach and landing;
 - (xiv) limiting values for a go-around with minimum fuel;
 - (xv) maximum allowable landing mass and the landing distance for the Destination and alternate aerodrome on the following factors:
 - (A) available landing distance;
 - (B) ground temperature, pressure altitude, runway slope and wind;
 - (C) fuel consumption to destination or alternate aerodrome;
 - (D) influence of moisture on the runway, snow, slush and standing water;
 - (E) failure of the water injection system or the anti-skid system;
 - (F) influence of thrust reverser and spoilers.
- (2) flight planning for normal and abnormal conditions:
- (i) optimum or maximum flight level;
 - (ii) minimum required flight altitude;
 - (iii) drift down procedure after an engine failure during cruise flight;
 - (iv) power setting of the engines during climb, cruise and holding under various circumstances, as well as the most economic cruising flight level;
 - (v) calculation of a short range or long range flight plan;
 - (vi) optimum and maximum flight level and power setting of the engines after engine failure.

- (3) flight monitoring.
- (d) Load and balance and servicing:
 - (1) load and balance:
 - (i) load and trim sheet on the maximum masses for take-off and landing;
 - (ii) centre of gravity limits;
 - (iii) influence of fuel consumption on the centre of gravity;
 - (iv) lashing points, load clamping, maximum ground load.
 - (2) servicing on ground, servicing connections for:
 - (i) fuel;
 - (ii) oil;
 - (iii) water;
 - (iv) hydraulic;
 - (v) oxygen;
 - (vi) nitrogen;
 - (vii) conditioned air;
 - (viii) electric power;
 - (ix) start air;
 - (x) toilet and safety regulations.
- (e) Emergency procedures:
 - (1) recognition of the situation as well as immediate memory actions in correct Sequence and for those conditions recognised as emergencies by the manufacturer and competent authority for certification:
 - (i) engine failure during take-off before and after v1, as well as in-flight;
 - (ii) malfunctions of the propeller system;
 - (iii) engine overheat, engine fire on ground and in-flight;
 - (iv) wheel well fire;
 - (v) electrical smoke or fire;
 - (vi) rapid decompression and emergency descent;

- (vii) air-conditioning overheat, anti-ice system overheat;
 - (viii) fuel pump failure;
 - (ix) fuel freezing overheat;
 - (x) electric power failure;
 - (xi) equipment cooling failure;
 - (xii) flight instrument failure;
 - (xiii) partial or total hydraulic failure;
 - (xiv) failures at the lift devices and flight controls including boosters;
 - (xv) cargo compartment smoke or fire.
- (2) actions according to the approved abnormal and emergency checklist:
- (i) engine restart in-flight;
 - (ii) landing gear emergency extension;
 - (iii) application of the emergency brake system;
 - (iv) emergency extension of lift devices;
 - (v) fuel dumping;
 - (vi) emergency descent.
- (f) Special requirements for extension of a type rating for instrument approaches down to decision heights of less than 200 ft (60 m):
- (1) airborne and ground equipment:
- (i) technical requirements;
 - (ii) operational requirements;
 - (iii) operational reliability;
 - (iv) fail operational;
 - (v) fail passive;
 - (vi) equipment reliability;
 - (vii) operating procedures;
 - (viii) preparatory measures;
 - (ix) operational downgrading;

- (x) communications.
- (2) procedures and limitations:
 - (i) operational procedures;
 - (ii) crew coordination.
- (g) Special requirements for 'glass cockpit' aeroplanes with EFIS
Additional learning objectives:
 - (1) general rules of aeroplanes computer hardware and software design;
 - (2) logic of all crew information and alerting systems and their limitations;
 - (3) interaction of the different aeroplane computer systems, their limitations, the possibilities of computer fault recognition and the actions to be performed on computer failures;
 - (4) normal procedures including all crew coordination duties;
 - (5) aeroplane operation with different computer degradations (basic flying).
- (h) Flight management systems.

II. SE AND ME HELICOPTERS

- (a) Detailed listing for helicopters structure, transmissions, rotors and equipment, normal and abnormal operation of systems:
- (1) dimensions.
 - (2) engine including aux. power unit, rotor and transmissions; if an initial type rating for A turbine engine helicopter is applied for, the applicant should have received turbine engine instruction:
 - (i) type of engine or engines;
 - (ii) in general, the function of the following systems or components:
 - (A) engine;
 - (B) auxiliary power unit;
 - (C) oil system;
 - (D) fuel system;
 - (E) ignition system;
 - (F) starting system;
 - (G) fire warning and extinguishing system;
 - (H) generators and generator drive;
 - (I) power indication;
 - (J) water or methanol injection.
 - (iii) engine controls (including starter), engine instruments and indications in the cockpit, their function and interrelation and interpretation;
 - (iv) engine operation, including APU, during engine start and engine malfunctions, procedures for normal operation in the correct sequence;
 - (v) transmission system:
 - (A) lubrication;
 - (B) generators and generator drives;
 - (C) freewheeling units;
 - (D) hydraulic drives;
 - (E) indication and warning systems.

- (vi) type of rotor systems: indication and warning systems.
- (3) fuel system:
- (i) location of the fuel tanks, fuel pumps, fuel lines to the engines tank capacities, valves and measuring;
 - (ii) the following systems:
 - (A) filtering;
 - (B) fuelling and defueling;
 - (C) heating;
 - (D) dumping;
 - (E) transferring;
 - (F) venting.
 - (iii) in the cockpit: the monitors and indicators of the fuel system, quantity and flow indication, interpretation;
 - iv) fuel procedures distribution into the various tanks fuel supply and fuel dumping.
- (4) air conditioning:
- (i) components of the system and protection devices;
 - (ii) cockpit monitors and indicators;

Note: interpretation about the operational condition: normal operation of the system during start, cruise approach and landing, air conditioning airflow and temperature control.

- (5) ice and rain protection, windshield wipers and rain repellent:
- (i) ice protected components of the helicopter, including engines and rotor systems, heat sources, controls and indications;
 - (ii) operation of the anti-icing or de-icing system during take-off, climb, cruise and descent, conditions requiring the use of the protection systems;
 - (iii) controls and indications of the windshield wipers and rain repellent system operation.

- (6) hydraulic system:
 - (i) components of the hydraulic system(s), quantities and system pressure, hydraulically actuated components associated to the respective hydraulic system;
 - (ii) controls, monitors and indicators in the cockpit, function and interrelation and interpretation of indications.

- (7) landing gear, skids fixed and floats:
 - (i) main components of the:
 - (A) main landing gear;
 - (B) nose gear;
 - (C) tail gear;
 - (D) gear steering;
 - (E) wheel brake system.
 - (ii) gear retraction and extension;
 - (iii) required tyre pressure, or location of the relevant placard;
 - (iv) controls and indicators including warning indicators in the cockpit in relation to the retraction or extension condition of the landing gear;
 - (v) components of the emergency extension system.

- (8) flight controls, stab- and autopilot systems: controls, monitors and indicators including warning indicators of the systems, interrelation and dependencies.

- (9) electrical power supply:
 - (i) number, power, voltage, frequency and if applicable phase and location of the main power system (AC or DC) auxiliary power system location and external power system;
 - (ii) location of the controls, monitors and indicators in the cockpit;
 - (iii) main and back-up power sources flight instruments, communication and navigation systems, main and back-up power sources;
 - (iv) location of vital circuit breakers;
 - (v) generator operation and monitoring procedures of the electrical power supply.

- (10) flight instruments, communication, radar and navigation equipment, autoflight and flight data recorders:
- (i) antennas;
 - (ii) controls and instruments of the following equipment in the cockpit:
 - (A) flight instruments (for example air speed indicator, pitot static system, compass system, flight director);
 - (B) flight management systems;
 - (C) radar equipment (for example weather radar, transponder);
 - (D) communication and navigation system (for example HF, VHF, ADF, VOR/DME, ILS, marker beacon) and area navigation systems;
 - (E) stabilisation and autopilot system;
 - (F) flight data recorder, cockpit voice recorder, data-link communication recording function and radio altimeter;
 - (G) collision avoidance system;
 - (H) TAWS;
 - (I) HUMS.
- (11) cockpit, cabin and cargo compartment:
- (i) operation of the exterior, cockpit, cabin and cargo compartment lighting and The emergency lighting;
 - (ii) operation of the cabin doors and emergency exits.
- (12) emergency equipment:
- (i) operation and correct application of the following mobile emergency Equipment in the helicopter:
 - (A) portable fire extinguisher;
 - (B) first-aid kits;
 - (C) portable oxygen equipment;
 - (D) emergency ropes;
 - (E) life-jacket;
 - (F) life rafts;
 - (G) emergency transmitters;

- (H) crash axes;
 - (I) megaphones;
 - (J) emergency signals;
 - (K) torches.
- (ii) operation and correct application of the fixed emergency equipment in the helicopter: emergency floats.
- (b) Limitations:
- (1) general limitations, according to the helicopter flight manual;
 - (2) minimum equipment list.
- (c) Performance, flight planning and monitoring:
- (1) performance calculation about speeds, gradients, masses in all conditions for take-off, en-route, approach and landing:
 - (i) take-off:
 - (A) hover performance in and out of ground effect;
 - (B) all approved profiles, cat A and B;
 - (C) HV diagram;
 - (D) take-off and rejected take-off distance;
 - (E) take-off decision point (TDP) or (DPATO);
 - (F) calculation of first and second segment distances;
 - (G) climb performance.
 - (ii) en-route:
 - (A) air speed indicator correction;
 - (B) service ceiling;
 - (C) optimum or economic cruising altitude;
 - (D) max endurance;
 - (E) max range;
 - (F) cruise climb performance.

- (iii) landing:
 - (A) hovering in and out of ground effect;
 - (B) landing distance;
 - (C) landing decision point (LDP) or (DPBL).
- (iv) knowledge or calculation of: v_{lo} , v_{le} , v_{mo} , v_x , v_y , v_{toss} , v_{ne} , v_{max} range, v_{mini} .
- (2) flight planning for normal and abnormal conditions:
 - (i) optimum or maximum flight level;
 - (ii) minimum required flight altitude;
 - (iii) drift down procedure after an engine failure during cruise flight;
 - (iv) power setting of the engines during climb, cruise and holding under various circumstances as well as at the most economic cruising flight level;
 - (v) optimum and maximum flight level and power setting after an engine failure.
- (3) effect of optional equipment on performance.
- (d) Load, balance and servicing:
 - (1) load and balance:
 - (i) load and trim sheet on the maximum masses for take-off and landing;
 - (ii) centre of gravity limits;
 - (iii) influence of the fuel consumption on the centre of gravity;
 - (iv) lashing points, load clamping, max ground load.
 - (2) servicing on the ground, servicing connections for:
 - (i) fuel;
 - (ii) oil, etc.;
 - (iii) and safety regulations for servicing.
- (e) Emergency procedures.

- (f) Special requirements for extension of a type rating for instrument approaches down to a decision height of less than 200 ft (60 m):
 - (1) airborne and ground equipment:
 - (i) technical requirements;
 - (ii) operational requirements;
 - (iii) operational reliability;
 - (iv) fail operational;
 - (v) fail passive;
 - (vi) equipment reliability;
 - (vii) operating procedures;
 - (viii) preparatory measures;
 - (ix) operational downgrading;
 - (x) communication.
 - (2) procedures and limitations:
 - (i) operational procedures;
 - (ii) crew co-ordination.
- (g) Special requirements for helicopters with EFIS.
- (h) Optional equipment.

Appendix 9: Training, skill test and proficiency check for type ratings, and proficiency check for IRs

A. General

1. Applicants for a skill test shall have received instruction in the same type of aircraft to be used in the test. The training for MPA and MPH type ratings should be conducted in an FFS or in a combination of FSTD(s) and FFS. The skill test or proficiency check for MPA and MPH type ratings and the issue of an MPL, should be conducted in an FFS, if available.

The training, skill test or proficiency check for type ratings for SPA and SPH shall be conducted in:

- (a) an available and accessible FFS or FSTD representing that type and approved for this purpose by the MAA-NLD ; or
- (b) a combination of FSTD(s) and the aircraft if an FFS (or FSTD representing that type and approved for this purpose by the MAA-NLD) is not available or accessible; or
- (c) the aircraft if no FSTD is available or accessible.

If FSTDs are used during training, testing or checking, the FSTD shall be certified in accordance with the NLD-MAR-FSTD and the suitability of the FSTDs used shall be verified against the applicable 'Table of functions and subjective tests' and the applicable 'Table of FSTD validation tests' contained in the primary reference document applicable for the device used. All restrictions and limitations indicated on the device's qualification certificate shall be considered.

2. Failure to achieve a pass in all sections of the test in two attempts will require further training.
3. There is no limit to the number of skill tests that may be attempted.

CONTENT OF THE TRAINING, SKILL TEST/PROFICIENCY CHECK

4. Unless otherwise determined in the operational suitability data established in accordance with EASA Part-21, the syllabus of flight instruction, the skill test and the proficiency check shall comply with this Appendix. The syllabus, skill test and proficiency check may be reduced to give credit for previous experience on similar aircraft types.
5. Credit may be given for skill test items common to other types or variants where the pilots are qualified on.

CONDUCT OF THE TEST/CHECK

6. The examiner may choose between different skill test or proficiency check scenarios containing simulated relevant operations developed and approved by MAA-NLD. Full flight simulators and other training devices approved for this purpose by the MAA-NLD, when available, should be used, as established in this NLD-MAR-FCL.

7. During the proficiency check, the examiner shall verify that holders of the type rating maintain an adequate level of theoretical knowledge.
8. Should applicants choose to terminate a skill test for reasons considered inadequate by the examiner, they shall retake the entire skill test. If the test is terminated for reasons considered adequate by the examiner, only those sections not completed shall be tested in a further flight.
9. At the discretion of the examiner, any manoeuvre or procedure of the test may be repeated once by the applicants. The examiner may stop the test at any stage if it is considered that the applicants' demonstration of flying skill requires a complete re-test.
10. Applicants shall be required to fly the aircraft from a position where the PIC or co-pilot functions, as relevant, can be performed. Under single- pilot conditions, the test shall be performed as if there was no other crew member present.
11. During pre-flight preparation for the test, applicants are required to determine power settings and speeds if applicable.. Applicants shall indicate to the examiner the checks and duties carried out, including the identification of radio facilities. Checks shall be completed in accordance with the check-list for the aircraft on which the test is being taken and, if applicable, with the MCC concept. Performance data for take-off, approach and landing shall be calculated by applicants in compliance with the operations manual or flight manual for the aircraft used. Decision heights/altitude, minimum descent heights/altitudes and missed approach point shall be agreed upon with the examiner.
12. The examiner shall take no part in the operation of the aircraft except where intervention is necessary in the interests of safety or to avoid unacceptable delay to other traffic.

SPECIFIC REQUIREMENTS FOR THE SKILL TEST/PROFICIENCY CHECK FOR MULTI-PILOT AIRCRAFT TYPE RATINGS, FOR SINGLE-PILOT AEROPLANE TYPE RATINGS, WHEN OPERATED IN MULTI-PILOT OPERATIONS

13. The skill test for a multi-pilot aircraft or a single-pilot aeroplane when operated in multi-pilot operations shall be performed in a multi-crew environment. Another applicant or another type rated qualified pilot may function as second pilot. If an aircraft is used, the second pilot shall be the examiner or an instructor.
14. Applicants shall operate as PF during all sections of the skill test, except for abnormal and emergency procedures, which may be conducted as PF or PNF in accordance with MCC. Applicants for the initial issue of a multi- pilot aircraft type rating shall also demonstrate the ability to act as PNF. Applicants may choose either the left hand or the right hand seat for the skill test if all items can be executed from the selected seat.

15. The following matters shall be specifically checked by the examiner for applicants for a type rating for multi-pilot aircraft or for multi-pilot operations in a single-pilot aeroplane extending to the duties of a PIC, irrespective of whether applicants act as PF or PNF:
- (a) managing crew cooperation;
 - (b) maintaining a general survey of the aircraft operation by appropriate supervision; and
 - (c) setting priorities and making decisions in accordance with safety aspects and relevant rules and regulations appropriate to the operational situation, including emergencies.
16. The test or check should be, at least partly, accomplished under IFR, if the IR rating is included. An essential element to be checked is the ability to plan and conduct the flight from routine briefing material.
17. When the type rating course has included less than 2 hours of flight training in the aircraft, the skill test may be conducted in an FSTD representing that type and approved for this purpose by the MAA-NLD and may be completed before the flight training in the aircraft. The approved flight training shall be performed by a qualified instructor under the responsibility of:
- (a) a MATO; or
 - (b) an organisation holding an MAOC issued by the MAA-NLD and specifically approved for such training; or
 - (c) the instructor, in cases where no aircraft flight training for SP aircraft at a MATO or MOC holder is approved, and the aircraft flight training was approved by the MAA-NLD.

A certificate of completion of the type rating course including the flight training in the aircraft shall be forwarded to the MAA-NLD before the new type rating is entered in the applicants' licence.

18. For the upset recovery training, 'stall event' means either an approach-to-stall or a stall. An FSTD representing that type and approved for this purpose by the MAA-NLD can be used by the MATO to either train recovery from a stall or demonstrate the type-specific characteristics of a stall, or both, provided that:
- (a) the FSTD has been qualified in accordance with the special evaluation requirements in NLD-MAR-FSTD; and
 - (b) the MATO has successfully demonstrated to the MAA-NLD that any negative transfer of training is mitigated.

B. Specific requirements for the aeroplane category

PASS MARKS

1. In the case of single-pilot aeroplanes, with the exception of for single-pilot high performance complex aeroplanes, applicants shall pass all sections of the skill test or proficiency check. Failure in any item of a section will cause applicants to fail the entire section. If they fail only one section, they shall repeat only that section. Failure in more than one section will require applicants to repeat the entire test or check.

Failure in any section of the re-test or re- check including those sections that have been passed at a previous attempt will require the applicant to repeat the entire test or check again. For single- pilot multi-engine aeroplanes, Section 6 of the relevant test or check, addressing asymmetric flight, shall be passed.

2. In the case of multi-pilot and single-pilot high performance complex aeroplanes, applicants shall pass all sections of the skill test or proficiency check. Failure of more than five items will require applicants to take the entire test or check again. Any applicant failing 5 or fewer items shall take the failed items again. Failure in any item on the re-test or re-check including those items that have been passed at a previous attempt will require the applicant to repeat the entire check or test again.

FLIGHT TEST TOLERANCE

3. Applicants shall demonstrate the ability to:
 - (a) operate the aeroplane within its limitations;
 - (b) complete all manoeuvres with smoothness and accuracy;
 - (c) exercise good judgement and airmanship;
 - (d) apply aeronautical knowledge;
 - (e) maintain control of the aeroplane at all times in such a manner that the successful outcome of a procedure or manoeuvre is never in doubt;
 - (f) understand and apply crew coordination and incapacitation procedures, if applicable; and
 - (g) communicate effectively with the other crew members, if applicable.

4. The following limits shall apply, corrected to make allowance for turbulent conditions and the handling qualities and performance of the aeroplane used:

Height

Generally	± 100 feet
Starting a go-around at decision height/altitude	+50 feet/– 0 feet
Minimum descent height/MAPt/altitude	+50 feet/– 0 feet

Tracking

On radio aids	±5°
For ‘angular’ deviations	half scale deflection, azimuth and glide path (e.g. LPV, ILS, MLS, GLS).

2D (LNAV) and 3D (LNAV/VNAV) ‘linear’ lateral deviations	Cross track error/deviation shall normally be limited to ± ½ the RNP value associated with the procedure. Brief deviations from this standard up to a maximum of one time the RNP value are allowable.
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3D linear vertical deviations (e.g. RNP APCH (LNAV/VNAV) using BaroVNAV)	not more than – 75 feet below the vertical profile at any time, and not more than + 75 feet above the vertical profile at or below 1 000 feet above aerodrome level.
--	--

Heading

all engines operating	± 5°
with simulated engine failure	± 10°

Speed

all engines operating	± 5 knots
with simulated engine failure	+10 knots/– 5 knots

CONTENT OF THE TRAINING/SKILL TEST/PROFICIENCY CHECK

5. Single-pilot aeroplanes, except for high performance complex aeroplanes:

(a) The following symbols mean:

P = Trained as PIC or co-pilot and as PF and PM

OTD = Other training devices may be used for this exercise

X = An FFS shall be used for this exercise; otherwise, an aeroplane shall be used if appropriate for the manoeuvre or procedure

P# = The training shall be complemented by supervised aeroplane inspection

(b) The practical training shall be conducted at least at the training equipment level shown as (P), or may be conducted on any higher level of equipment shown by the arrow (—>)

The following abbreviations are used to indicate the training equipment used:

A = Aeroplane

FFS = Full Flight Simulator

FSTD = Flight Simulation Training Device

(c) The starred (*) items of Section 3B and, for multi-engine, Section 6, shall be flown solely by reference to instruments if revalidation/renewal of an IR is included in the skill test or proficiency check. If the starred (*) items are not flown solely by reference to instruments during the skill test or proficiency check, and when there is no crediting of IR privileges, the class or type rating will be restricted to VFR only.

(d) Section 3A shall be completed to revalidate a type or multi-engine type rating, VFR only, where the required experience of 10 flights within the previous 12 months has not been completed. Section 3A is not required if Section 3B is completed.

(e) Where the letter 'M' appears in the skill test or proficiency check column, this will indicate the mandatory exercise or a choice where more than one exercise appears.

(f) An FSTD shall be used for practical training for type or multi-engine type ratings if they form part of an approved type rating course. The following considerations will apply to the approval of the course:

(i) the qualification of the FSTD as set out in the relevant requirements of NLD-MAR-FSTD;

(ii) the qualifications of the instructors;

(iii) the amount of FSTD training provided on the course; and

- (iv) the qualifications and previous experience on similar types of the pilot under training.
- (g) If privileges for multi-pilot operation are sought for the first time, pilots holding privileges for single-pilot operations shall:
 - (1) complete a bridge course containing manoeuvres and procedures including MCC as well as the exercises of Section 7 using threat and error management (TEM), CRM and human factors at a MATO; and
 - (2) pass a proficiency check in multi-pilot operations.
- (h) If privileges for single-pilot operations are sought for the first time, pilots holding privileges for multi-pilot operations shall be trained at a MATO and checked for the following additional manoeuvres and procedures in single-pilot operations:
 - (1) for SE aeroplanes, 1.6, 4.5, 4.6, 5.2 and, if applicable, one approach from Section 3.B; and
 - (2) for ME aeroplanes, 1.6, Section 6 and, if applicable, one approach from Section 3.B.
- (i) Pilots holding privileges for both single-pilot and multi-pilot operations in accordance with points (g) and (h) may revalidate privileges for both types of operations by completing a proficiency check in multi-pilot operations in addition to the exercises referred to in points (h)(1) or (h)(2), as applicable, in single-pilot operations.
- (j) If a skill test or a proficiency check is completed in multi-pilot operations only, the type rating shall be restricted to multi-pilot operations. The restriction shall be removed when pilots comply with point (h).
- (k) The training, testing and checking shall follow the table mentioned below.
 - (1) training at a MATO, testing and checking requirements for single-pilot privileges;
 - (2) training at a MATO, testing and checking requirements for multi-pilot privileges;
 - (3) training at a MATO, testing and checking requirements for pilots holding single-pilot privileges seeking multi-pilot privileges for the first time (bridge course);
 - (4) training at a MATO, testing and checking requirements for pilots holding multi-pilot privileges seeking single-pilot privileges for the first time (bridge course);
 - (5) training at a MATO and checking requirements for combined revalidation and renewal of single and multi-pilot privileges.

Type of operation	(1)		(2)		(3)		(4)		(5)	
	SP		MP		SP → MP (initial)		MP → SP (initial)		SP + MP	
	Training	Test- ing/checking	Training	Test- ing/checking	Training	Test- ing/checking	Training, testing and checking (SE aero- planes)	Training, testing and checking (ME aero- planes)	SE aeroplanes	ME aeroplanes
Initial issue	Sections 1-6	Sections 1-6	Sections 1-7	Sections 1-7	MCC CRM Human factors TEM Section 7	Sections 1-7	1.6, 4.5, 4.6, 5.2 and, if applicable, one approach from Section 3.B	1.6, Section 6 and, if applicable, one approach from Section 3.B		
SP complex	1-7	1-7								
Revalidation	n/a	Sections 1-6	n/a	Sections 1-7	n/a	n/a	n/a	n/a	MPO: Sections 1-7 SPO: 1.6, 4.5, 4.6, 5.2 and, if applicable, one approach from Section 3.B	MPO: Sections 1-7 SPO: 1.6, Section 6 and, if applicable, one ap- proach from Sec- tion 3.B
SP complex	1-7	1-7								
Renewal	FCL.740	Sections 1-6	FCL.740	Sections 1-6	n/a	n/a	n/a	n/a	Training: FCL.740	Training: FCL.740
SP complex	1-7	1-7							Check: as for the revalidation	Check: as for the revalidation

- (l) To establish or maintain PBN privileges one approach shall be an RNP APCH. Where an RNP APCH is not practicable, it shall be performed in an appropriately equipped FSTD.

TMGs AND SINGLE-PILOT AEROPLANES, EXCEPT FOR HIGH-PERFORMANCE COMPLEX AEROPLANES		PRACTICAL TRAINING			CLASS OR TYPE RATING SKILL TEST OR PROFICIENCY CHECK	
Manoeuvres/procedures		FSTD	A	Instructor initials when training completed	Tested or checked in FSTD or A	Examiner initials when test or check completed
SECTION 1						
1	Departure	OTD				
1.1	Preflight including: — documentation; — mass and balance; — weather briefing; and — NOTAM.					
1.2	Pre-start checks					
1.2.1	External	OTD P#	P		M	
1.2.2	Internal	OTD P#	P		M	
1.3	Engine starting: normal malfunctions.	P—>	—>		M	
1.4	Taxiing	P—>	—>		M	
1.5	Pre-departure checks: engine run-up (if applicable)	P—>	—>		M	
1.6	Take-off procedure: — normal with flight manual flap settings; and — crosswind (if conditions are available).	P—>	—>		M	
1.7	Climbing: — V _x /V _y ; — turns onto headings; and — level off.	P—>	—>		M	
1.8	ATC liaison — compliance, R/T procedures	P—>			M	
SECTION 2						
2	Airwork (visual meteorological conditions (VMC))	P—>	—>			
2.1	Straight and level flight at various airspeeds including flight at critically low airspeed with and without flaps (including approach to V _{mcg} when applicable)					

TMGs AND SINGLE-PILOT AEROPLANES, EXCEPT FOR HIGH-PERFORMANCE COMPLEX AEROPLANES		PRACTICAL TRAINING			CLASS OR TYPE RATING SKILL TEST OR PROFICIENCY CHECK	
Manoeuvres/procedures		FSTD	A	Instructor initials when training completed	Tested or checked in FSTD or A	Examiner initials when test or check completed
2.2	Steep turns (360° left and right at 45° bank)	P—>	—>		M	
2.3	Stalls and recovery: (i) clean stall; (ii) approach to stall in descending turn with bank with approach configuration and power; (iii) approach to stall in landing configuration and power; and (iv) approach to stall, climbing turn with take-off flap and climb power (single-engine aeroplanes only)	P—>	—>		M	
2.4	Handling using autopilot and flight director (may be conducted in Section 3), if applicable	P—>	—>		M	
2.5	ATC liaison — compliance, R/T procedures	P—>	—>		M	
SECTION 3A						
3A	En route procedures VFR	P—>	—>			
3A.1	(see B.5 (c) and (d)) Flight plan, dead reckoning and map reading					
3A.2	Maintenance of altitude, heading and speed	P—>	—>			
3A.3	Orientation, timing and revision of ETAs	P—>	—>			
3A.4	Use of radio navigation aids (if applicable)	P—>	—>			
3A.5	Flight management (flight log, routine checks including fuel, systems and icing)	P—>	—>			
3A.6	ATC liaison — compliance, R/T procedures	P—>	—>			
SECTION 3B						
3B	Instrument flight	P—>	—>		M	
3B.1*	Departure IFR					

TMGs AND SINGLE-PILOT AEROPLANES, EXCEPT FOR HIGH-PERFORMANCE COMPLEX AEROPLANES	PRACTICAL TRAINING			CLASS OR TYPE RATING SKILL TEST OR PROFICIENCY CHECK	
	FSTD	A	Instructor initials when training completed	Tested or checked in FSTD or A	Examiner initials when test or check completed
3B.2* En route IFR	P—>	—>		M	
3B.3* Holding procedures	P—>	—>		M	
3B.4* 3D operations to decision height/altitude (DH/A) of 200 ft (60 m) or to higher minima if required by the approach procedure (autopilot may be used to the final approach segment vertical path intercept)	P—>	—>		M	
3B.5* 2D operations to minimum descent height/altitude (MDH/A)	P—>	—>		M	
3B.6* Flight exercises including simulated failure of the compass and attitude indicator: — rate 1 turns; and — recoveries from unusual attitudes.	P—>	—>		M	
3B.7* Failure of localiser or glideslope	P—>	—>			
3B.8* ATC liaison — compliance, R/T procedures	P—>	—>		M	
Intentionally left blank					
SECTION 4					
4 Arrival and landings	P—>	—>		M	
4.1 Aerodrome arrival procedure					
4.2 Normal landing	P—>	—>		M	
4.3 Flapless landing	P—>	—>		M	
4.4 Crosswind landing (if suitable conditions)	P—>	—>			
4.5 Approach and landing with idle power from up to 2 000 ft above the runway (single-engine aeroplanes only)	P—>	—>			
4.6 Go-around from minimum height	P—>	—>		M	
4.7 Night go-around and landing (if applicable)	P—>	—>			
4.8 ATC liaison — compliance, R/T procedures	P—>	—>		M	
SECTION 5					
5 Abnormal and emergency procedures (This section may be combined with Sections 1 through 4.)					

TMG ₆ AND SINGLE-PILOT AEROPLANES, EXCEPT FOR HIGH-PERFORMANCE COMPLEX AEROPLANES		PRACTICAL TRAINING			CLASS OR TYPE RATING SKILL TEST OR PROFICIENCY CHECK	
Manoeuvres/procedures		FSTD	A	Instructor initials when training completed	Tested or checked in FSTD or A	Examiner initials when test or check completed
5.1	Rejected take-off at a reasonable speed	P→→	→→		M	
5.2	Simulated engine failure after take-off (single-engine aeroplanes only)		P		M	
5.3	Simulated forced landing without power (single-engine aeroplanes only)		P		M	
5.4	Simulated emergencies: (i) fire or smoke in flight; and (ii) systems' malfunctions as appropriate	P→→	→→			
5.5	ME aeroplanes and TMG training only: engine shutdown and restart (at a safe altitude if performed in the aircraft)	P→→	→→			
5.6	ATC liaison — compliance, R/T procedures					
SECTION 6						
6	Simulated asymmetric flight	P→→	→X		M	
6.1*	(This section may be combined with Sections 1 through 5.) Simulated engine failure during take-off (at a safe altitude unless carried out in an FFS or an FNPT II)					
6.2*	Asymmetric approach and go-around	P→→	→→		M	
6.3*	Asymmetric approach and full-stop landing	P→→	→→		M	
6.4	ATC liaison — compliance, R/T procedures	P→→	→→		M	
SECTION 7						
7	UPRT					
7.1	Flight manoeuvres and procedures					
7.1.1	Manual flight with and without flight directors (no autopilot, no autothrust/autothrottle, and at different control laws, where applicable)	P→→	→→			

TMGs AND SINGLE-PILOT AEROPLANES, EXCEPT FOR HIGH-PERFORMANCE COMPLEX AEROPLANES	PRACTICAL TRAINING			CLASS OR TYPE RATING SKILL TEST OR PROFICIENCY CHECK		
	Manoeuvres/procedures	FSTD	A	Instructor initials when training completed	Tested or checked in FSTD or A	Examiner initials when test or check completed
7.1.1.1	At different speeds (including slow flight) and altitudes within the FSTD training envelope.	P—>	—>			
7.1.1.2	Steep turns using 45° bank, 180° to 360° left and right	P—>	—>			
7.1.1.3	Turns with and without spoilers	P—>	—>			
7.1.1.4	Procedural instrument flying and manoeuvring including instrument departure and arrival, and visual approach	P—>	—>			
7.2	Upset recovery training	P—>	—>			
7.2.1	Recovery from stall events in: — take-off configuration; — clean configuration at low altitude; — clean configuration near maximum operating altitude; and — landing configuration					
7.2.2	The following upset exercises: — recovery from nose-high at various bank angles; and — recovery from nose-low at various bank angles.	P FFS qualified for the training task only	X An aeroplane shall not be used for this exercise		FFS only	
7.3	Go-around with all engines operating* from various stages during an instrument approach	P—>	—>			
7.4	Rejected landing with all engines operating: — from various heights below DH/MDH 15 m (50 ft) above the runway threshold — after touchdown (balked landing) — In aeroplanes which are not certificated as transport category aeroplanes (JAR/FAR 25) or as commuter category aeroplanes (SFAR 23), the rejected landing with all engines operating shall be initiated below MDH/A or after touchdown.	P—>	—>			

6. Multi-pilot aeroplanes and single-pilot high performance complex aeroplanes

(a) The following symbols mean:

P = trained as PIC or Co-pilot and as PF and PM for the issue of a type rating as applicable;

OTD = other training devices may be used for this exercise;

X = an FSTD approved for this purpose by the MAA-NLD shall be used for this exercise; otherwise an aeroplane shall be used if appropriate for the manoeuvre or procedure;

P# = The training shall be complemented by supervised aeroplane inspection.

- (b) The practical training shall be conducted at least at the training equipment level shown as (P), or may be conducted up to any higher equipment level shown by the arrow (—>).

The following abbreviations are used to indicate the training equipment used:

A = Aeroplane

FFS = Full Flight Simulator

FSTD = Flight Simulation Training Device

- (c) The starred items (*) shall be flown solely by reference to instruments.
- (d) Where the letter 'M' appears in the skill test or proficiency check column this will indicate the mandatory exercise.
- (e) An FSTD approved for this purpose by the MAA-NLD shall be used for practical training and testing if the FSTD forms part of an approved type rating course. The following considerations will apply to the approval of the course:
- (i) the qualifications of the instructors;
 - (ii) the qualification and the amount of training provided on the course in an FSTD; and
 - (iii) the qualifications and previous experience on similar types of the pilots under training.
- (f) Manoeuvres and procedures shall include MCC for multi-pilot aeroplane and for single-pilot high performance complex aeroplanes in multi-pilot operations.
- (g) Manoeuvres and procedures shall be conducted in single-pilot role for single-pilot high performance complex aeroplanes in single-pilot operations.
- (h) In the case of single-pilot high performance complex aeroplanes, when a skill test or proficiency check is performed in multi-pilot operations, the type rating shall be restricted to multi-pilot operations. If privileges of single-pilot are sought, the manoeuvres/procedures in 2.5, 3.8.3.4, 4.4, 5.5 and at least one manoeuvre/procedure from Section 3.4 have to be completed in addition as single-pilot.
- (i) (reserved).
- (j) To establish or maintain PBN privileges one approach shall be an RNP APCH. Where an RNP APCH is not practicable, it shall be performed in an appropriately equipped FSTD.

MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES		PRACTICAL TRAINING			ATPL/MPJ/TYPE RATING SKILL TEST OR PROF. CHECK	
Manoeuvres/procedures		FSTD	A	Instructor initials when training completed	Tested or checked in FSTD or A	Examiner initials when test or check completed
SECTION 1						
1	Flight preparation	OTD				
1.1.	Performance calculation	P				
1.2.	Aeroplane external visual inspection; location of each item and purpose of inspection	OTD P#	P			
1.3.	Cockpit inspection	P→	→			
1.4.	Use of checklist prior to starting engines, starting procedures, radio and navigation equipment check, selection and setting of navigation and communication frequencies	P→	→		M	

MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES		PRACTICAL TRAINING			ATPL/MPJ/TYPE RATING SKILL TEST OR PROF. CHECK	
Manoeuvres/procedures		FSTD	A	Instructor initials when training completed	Tested or checked in FSTD or A	Examiner initials when test or check completed
1.5.	Taxiing in compliance with ATC instructions or instructions of instructor	P→	→			
1.6.	Before take-off checks	P→	→		M	
SECTION 2						
2	Take-offs	P→	→			
2.1.	Normal take-offs with different flap settings, including expedited take-off					
2.2*	Instrument take-off; transition to instrument flight is required during rotation or immediately after becoming airborne	P→	→			
2.3.	Crosswind take-off	P→	→			
2.4.	Take-off at maximum take-off mass (actual or simulated maximum take-off mass)	P→	→			
2.5.	Take-offs with simulated engine failure:	P→	→			
2.5.1*	shortly after reaching V2					
	(In aeroplanes which are not certificated as transport category or commuter category aeroplanes, the engine failure shall not be simulated until reaching a minimum height of 500 ft above the runway end. In aeroplanes having the same performance as a transport category aeroplane regarding take-off mass and density altitude, the instructor may simulate the engine failure shortly after reaching V2)					
2.5.2*	between V1 and V2	P	X		M FFS only	
2.6.	Rejected take-off at a reasonable speed before reaching V1	P→	→X		M	
SECTION 3						
3	Flight manoeuvres and procedures	P→	→			
3.1.	Manual flight with and without flight directors (no autopilot, no autothrust/autothrottle, and at different control laws, where applicable)					
3.1.1.	At different speeds (including slow flight) and altitudes within the FSTD training envelope	P→	→			
3.1.2.	Steep turns using 45° bank, 180° to 360° left and right	P→	→			
3.1.3.	Turns with and without spoilers	P→	→			
3.1.4.	Procedural instrument flying and manoeuvring including instrument departure and arrival, and visual approach	P→	→			

MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES	PRACTICAL TRAINING			ATPL/MPL/TYPE RATING SKILL TEST OR PROF. CHECK	
	FSTD	A	Instructor initials when training completed	Tested or checked in FSTD or A	Examiner initials when test or check completed
Manoeuvres/procedures					
3.2. Tuck under and Mach buffets (if applicable), and other specific flight characteristics of the aeroplane (e.g. Dutch Roll)	P————>	————>X An aeroplane shall not be used for this exercise		FFS only	
3.3. Normal operation of systems and controls engineer's panel (if applicable)	OTD P————>	————>			
3.4. Normal and abnormal operations of following systems:				M	A mandatory minimum of 3 abnormal items shall be selected from 3.4.0 to 3.4.14 inclusive
3.4.0. Engine (if necessary propeller)	OTD P————>	————>			
3.4.1. Pressurisation and air conditioning	OTD P————>	————>			
3.4.2. Pitot/static system	OTD P————>	————>			
3.4.3. Fuel system	OTD P————>	————>			
3.4.4. Electrical system	OTD P————>	————>			
3.4.5. Hydraulic system	OTD P————>	————>			
3.4.6. Flight control and trim system	OTD P————>	————>			
3.4.7. Anti-icing/de-icing system, glare shield heating	OTD P————>	————>			
3.4.8. Autopilot/flight director	OTD P————>	————>		M (single pilot only)	
3.4.9. Stall warning devices or stall avoidance devices, and stability augmentation devices	OTD P————>	————>			
3.4.10. Ground proximity warning system, weather radar, radio altimeter, transponder	P————>	————>			
3.4.11. Radios, navigation equipment, instruments, FMS	OTD P————>	————>			

MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES	PRACTICAL TRAINING			ATPL/MPL/TYPE RATING SKILL TEST OR PROF. CHECK	
	FSTD	A	Instructor initials when training completed	Tested or checked in FSTD or A	Examiner initials when test or check completed
Manoeuvres/procedures					
3.4.12. Landing gear and brake	OTD P——>	——>			
3.4.13. Slat and flap system	OTD	——>			
3.4.14. Auxiliary power unit (APU)	OTD P——>	——>			
Intentionally left blank					
3.6. Abnormal and emergency procedures:				M	A mandatory minimum of 3 items shall be selected from 3.6.1 to 3.6.9 inclusive
3.6.1. Fire drills, e.g. engine, APU, cabin, cargo compartment, flight deck, wing and electrical fires including evacuation	P——>	——>			
3.6.2. Smoke control and removal	P——>	——>			
3.6.3. Engine failures, shutdown and restart at a safe height	P——>	——>			
3.6.4. Fuel dumping (simulated)	P——>	——>			
3.6.5. Wind shear at take-off/landing	P	X		FFS only	
3.6.6. Simulated cabin pressure failure/emergency descent	P——>	——>			
3.6.7. Incapacitation of flight crew member	P——>	——>			
3.6.8. Other emergency procedures as outlined in the appropriate aeroplane flight manual (AFM)	P——>	——>			
3.6.9. TCAS event	OTD p——>	An aeroplane shall not be used		FFS only	
3.7. Upset recovery training	P	X			
3.7.1. Recovery from stall events in: — take-off configuration; — clean configuration at low altitude; — clean configuration near maximum operating altitude; and — landing configuration.	FFS qualified for the training task only	An aeroplane shall not be used for this exercise			
3.7.2. The following upset exercises: — recovery from nose-high at various bank angles; and — recovery from nose-low at various bank angles	P FFS qualified for the training task only	X An aeroplane shall not be used for this exercise		FFS only	

MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES	PRACTICAL TRAINING			ATPL/MPL/TYPE RATING SKILL TEST OR PROF. CHECK	
	ESTD	A	Instructor initials when training completed	Tested or checked in ESTD or A	Examiner initials when test or check completed
Manoeuvres/procedures					
3.8. Instrument flight procedures					
3.8.1* Adherence to departure and arrival routes and ATC instructions	P—>	—>		M	
3.8.2* Holding procedures	P—>	—>			
3.8.3* 3D operations to DH/A of 200 ft (60 m) or to higher minima if required by the approach procedure					

Note: According to the AFM, RNP APCH procedures may require the use of autopilot or flight director. The procedure to be flown manually shall be chosen taking into account such limitations (for example, choose an ILS for 3.8.3.1 in the case of such AFM limitation).

3.8.3.1* Manually, without flight director	P—>	—>		M (skill test only)	
3.8.3.2* Manually, with flight director	P—>	—>			
3.8.3.3* With autopilot	P—>	—>			
3.8.3.4* Manually, with one engine simulated inoperative; engine failure has to be simulated during final approach before passing 1 000 ft above aerodrome level until touchdown or through the complete missed approach procedure. In aeroplanes which are not certificated as transport category aeroplanes (JAR/FAR 25) or as commuter category aeroplanes (SFAR 23), the approach with simulated engine failure and the ensuing go-around shall be initiated in conjunction with the non-precision approach as described in 3.8.4. The go-around shall be initiated when reaching the published obstacle clearance height/altitude (OCH/A); however, not later than reaching an MDH/A of 500 ft above the runway threshold elevation. In aeroplanes having the same performance as a transport category aeroplane regarding take-off mass and density altitude, the instructor may simulate the engine failure in accordance with 3.8.3.4.	P—>	—>		M	
3.8.3.5* Manually, with one engine simulated inoperative; engine failure has to be simulated during final approach after passing the outer marker (OM) within a distance of not more than 4 NM until touchdown or through the complete missed approach procedure	P—>	—>		M	

MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES	PRACTICAL TRAINING			ATPL/MPL/TYPE RATING SKILL TEST OR PROF. CHECK	
	ESTD	A	Instructor initials when training completed	Tested or checked in ESTD or A	Examiner initials when test or check completed
Manoeuvres/procedures					
In aeroplanes which are not certificated as transport category aeroplanes (JAR/FAR 25) or as commuter category aeroplanes (SEAR 23), the approach with simulated engine failure and the ensuing go-around shall be initiated in conjunction with the non-precision approach as described in 3.8.4. The go-around shall be initiated when reaching the published OCH/A; however, not later than reaching an MDH/A of 500 ft above the runway threshold elevation. In aeroplanes having the same performance as a transport category aeroplane regarding take-off mass and density altitude, the instructor may simulate the engine failure in accordance with 3.8.3.4.					
3.8.4* 2D operations down to the MDH/A	P ^s —>	——>		M	
3.8.5. Circling approach under the following conditions: (a)* approach to the authorised minimum circling approach altitude at the aerodrome in question in accordance with the local instrument approach facilities in simulated instrument flight conditions; followed by: (b) circling approach to another runway at least 90° off centreline from the final approach used in item (a), at the authorised minimum circling approach altitude. <i>Remark:</i> If (a) and (b) are not possible due to ATC reasons, a simulated low visibility pattern may be performed.	P ^s —>	——>			
3.8.6. Visual approaches	P——>	——>			
SECTION 4					
4 Missed approach procedures					
4.1. Go-around with all engines operating* during a 3D operation on reaching decision height	P ^s —>	——>			
4.2. Go-around with all engines operating* from various stages during an instrument approach	P ^s —>	——>			
4.3. Other missed approach procedures	P ^s —>	——>			
4.4* Manual go-around with the critical engine simulated inoperative after an instrument approach on reaching DH, MDH or MAPt	P ^s ——>	——>		M	

MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES	PRACTICAL TRAINING			ATPL/MPL/TYPE RATING SKILL TEST OR PROF. CHECK	
	FSTD	A	Instructor initials when training completed	Tested or checked in FSTD or A	Examiner initials when test or check completed
Manoeuvres/procedures					
4.5. Rejected landing with all engines operating: — from various heights below DH/MDH; — after touchdown (balked landing) In aeroplanes which are not certificated as transport category aeroplanes (JAR/FAR 25) or as commuter category aeroplanes (SFAR 23), the rejected landing with all engines operating shall be initiated below MDH/A or after touchdown.	P————>	————>			

SECTION 5

5 Landings	P				
5.1. Normal landings* with visual reference established when reaching DA/H following an instrument approach operation					
5.2. Landing with simulated jammed horizontal stabiliser in any out-of-trim position	P————>	An aeroplane shall not be used for this exercise		FFS only	
5.3. Crosswind landings (aircraft, if practicable)	P————>	————>			
5.4. Traffic pattern and landing without extended or with partly extended flaps and slats	P————>	————>			
5.5. Landing with critical engine simulated inoperative	P————>	————>		M	
5.6. Landing with two engines inoperative: — aeroplanes with three engines: the centre engine and one outboard engine as far as practicable according to data of the AFM; and — aeroplanes with four engines: two engines at one side	P	X		M FFS only (skill test only)	

General remarks:

Special requirements for the extension of a type rating for instrument approaches down to a decision height of less than 200 ft (60 m), i.e. CAT II/III operations.

SECTION 6

Additional authorisation on a type rating for instrument approaches down to a DH of less than 60 m (200 ft) (CAT II/III)					
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MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES	PRACTICAL TRAINING			ATPL/MPL/TYPE RATING SKILL TEST OR PROF. CHECK	
	FSTD	A	Instructor initials when training completed	Tested or checked in FSTD or A	Examiner initials when test or check completed
Manoeuvres/procedures					
The following manoeuvres and procedures are the minimum training requirements to permit instrument approaches down to a DH of less than 60 m (200 ft). During the following instrument approaches and missed approach procedures, all aeroplane equipment required for type certification of instrument approaches down to a DH of less than 60 m (200 ft) shall be used.					
6.1* Rejected take-off at minimum authorised runway visual range (RVR)	P*—>	—>X An aeroplane shall not be used for this exercise		M*	
6.2* CAT II/III approaches: in simulated instrument flight conditions down to the applicable DH, using flight guidance system. Standard procedures of crew coordination (task sharing, call-out procedures, mutual surveillance, information exchange and support) shall be observed.	P—>	—>		M	
6.3* Go-around: after approaches as indicated in 6.2 on reaching DH. The training shall also include a go-around due to (simulated) insufficient RVR, wind shear, aeroplane deviation in excess of approach limits for a successful approach, ground/airborne equipment failure prior to reaching DH, and go-around with simulated airborne equipment failure.	P—>	—>		M*	
6.4* Landing(s): with visual reference established at DH following an instrument approach. Depending on the specific flight guidance system, an automatic landing shall be performed.	P—>	—>		M	

NOTE: CAT II/III operations shall be performed in accordance with the applicable air operations requirements.

C. Specific requirements for the helicopter category

1. In case of skill test or proficiency check for type ratings applicants shall pass Sections 1 to 4 and 6 (as applicable) of the skill test or proficiency check. Failure in more than five items will require the applicant to repeat the entire test or check. Applicants failing not more than five items shall repeat the failed items. Failure in any item of the re-test or re-check or failure in any other items already passed will require the applicant to repeat the entire test or check again. All sections of the skill test or proficiency check shall be completed within 6 months.
2. In case of proficiency check for an IR, applicants shall pass Section 5 of the proficiency check. Failure in more than 3 items will require applicants to repeat the entire Section 5. Applicants failing not more than 3 items shall repeat the failed items. Failure in any item of the re-check or failure in any other items of Section 5 already passed will require the applicant to repeat the entire check.

FLIGHT TEST TOLERANCE

3. The applicant shall demonstrate the ability to:
- (a) operate the helicopter within its limitations;
 - (b) complete all manoeuvres with smoothness and accuracy;
 - (c) exercise good judgement and airmanship;
 - (d) apply aeronautical knowledge;
 - (e) maintain control of the helicopter at all times in such a manner that the successful outcome of a procedure or manoeuvre is never in doubt;
 - (f) understand and apply crew coordination and incapacitation procedures, if applicable; and
 - (g) communicate effectively with the other crew members, if applicable.
4. The following limits shall apply, corrected to make allowance for turbulent conditions and the handling qualities and performance of the helicopter used.

(a) IFR flight limits

Height:

Generally ±100 feet

Starting a go-around at decision height/MAPt/altitude +50 feet/– 0 feet

Minimum descent height/altitude +50 feet/– 0 feet

Tracking

On radio aids ±5°

3D ‘angular’ deviations half scale deflection, azimuth and glide path (e.g. LPV, ILS, MLS, GLS).

2D (LNAV) and 3D (LNAV/VNAV) ‘linear’ lateral deviations cross track error/deviation shall normally be limited to ± ½ the RNP value associated with the procedure. Brief deviations from this standard up to a maximum of 1 times the RNP value are allowable.

3D linear vertical deviations (e.g. RNP APCH (LNAV/VNAV) using BaroVNAV) not more than – 75 feet below the vertical profile at any time, and not more than + 75 feet above the vertical profile at or below 1000 feet above aerodrome level.

Heading:

All engines operating $\pm 5^\circ$
With simulated engine failure $\pm 10^\circ$

Speed:

All engines operating ± 10 knots
With simulated engine failure $+10$ knots/ $- 5$ knots

(b) VFR flight limits

Height:

Generally ± 100 feet

Heading:

Normal operations $\pm 5^\circ$
Abnormal operations/emergencies $\pm 10^\circ$

Speed:

Generally ± 10 knots
With simulated engine failure $+10$ knots/ $- 5$ knots

Ground drift:

T.O. hover I.G.E. ± 3 feet
Landing ± 2 feet (with 0 feet rearward or lateral flight)

CONTENT OF THE TRAINING/SKILL TEST/PROFICIENCY CHECK

GENERAL

5. The following symbols mean:

P = Trained as PIC for the issue of a type rating for single-pilot helicopters (SPH) or trained as PIC or co-pilot and as PF and PNF for the issue of a type rating for multi pilot helicopters (MPH).

6. The practical training shall be conducted at least at the training equipment level shown as (P), or may be conducted up to any higher equipment level shown by the arrow (—>).

The following abbreviations are used to indicate the training equipment used:

FFS = Full Flight Simulator

FTD = Flight Training Device

H = Helicopter

7. The starred items (*) shall be flown in actual or simulated IMC, only by applicants wishing to renew or revalidate an IR(H), or extend the privileges of that rating to another type.

8. Instrument flight procedures (Section 5) shall be performed only by applicants wishing to renew or revalidate an IR(H) or extend the privileges of that rating to another type. An FSTD approved for this purpose by the MAA-NLD may be used for this purpose.

9. Where the letter 'M' appears in the skill test or proficiency check column, this will indicate a mandatory exercise.

10. An FSTD shall be used for practical training and testing if the FSTD forms part of a type rating course. The following considerations will apply to the course:

- (i) the qualification of the FSTD as set out in the relevant requirements of NLD-MAR-FSTD;
- (ii) the qualifications of the instructor and examiner;
- (iii) the amount of FSTD training provided on the course;
- (iv) the qualifications and previous experience in similar types of the pilot under training; and
- (v) the amount of supervised flying experience provided after the issue of the new type rating.

MULTI-PILOT HELICOPTERS

11. Applicants for the skill test for the issue of the multi-pilot helicopter type rating shall pass only Sections 1 to 4 and, if applicable, Section 6.
12. Applicants for the revalidation or renewal of the multi-pilot helicopter type rating shall pass only Sections 1 to 4 and, if applicable, Section 6.

SINGLE/MULTI-PILOT HELICOPTERS		PRACTICAL TRAINING			SKILL TEST OR PROFICIENCY CHECK	
		FSTD	H	Instructor initials when training completed	Checked in FSTD or H	Examiner initials when test completed
SECTION 1 — Preflight preparations and checks						
1.1	Helicopter exterior visual inspection; location of each item and purpose of inspection		P		M (if performed in the helicopter)	
1.2	Cockpit inspection	P	—>		M	
1.3	Starting procedures, radio and navigation equipment check, selection and setting of navigation and communication frequencies	P	—>		M	
1.4	Taxiing/air taxiing in compliance with ATC instructions or with instructions of an instructor	P	—>		M	
1.5	Pre-take-off procedures and checks	P	—>		M	
SECTION 2 — Flight manoeuvres and procedures						
2.1	Take-offs (various profiles)	P	—>		M	
2.2	Sloping ground or crosswind take-offs & landings	P	—>			
2.3	Take-off at maximum take-off mass (actual or simulated maximum take-off mass)	P	—>			
2.4	Take-off with simulated engine failure shortly before reaching TDP or DPATO	P	—>		M	
2.4.1	Take-off with simulated engine failure shortly after reaching TDP or DPATO	P	—>		M	
2.5	Climbing and descending turns to specified headings	P	—>		M	
2.5.1	Turns with 30° bank, 180° to 360° left and right, by sole reference to instruments	P	—>		M	
2.6	Autorotative descent	P	—>		M	
2.6.1	For single-engine helicopters (SEH) autorotative landing or for multi-engine helicopters (MEH) power recovery	P	—>		M	
2.7	Landings, various profiles	P	—>		M	
2.7.1	Go-around or landing following simulated engine failure before LDP or DPBL	P	—>		M	
2.7.2	Landing following simulated engine failure after LDP or DPBL	P	—>		M	

SINGLE/MULTI-PILOT HELICOPTERS		PRACTICAL TRAINING			SKILL TEST OR PROFICIENCY CHECK	
Manoeuvres/procedures		FSTD	H	Instructor initials when training completed	Checked in FSTD or H	Examiner initials when test completed
SECTION 3 — Normal and abnormal operations of the following systems and procedures						
3	Normal and abnormal operations of the following systems and procedures:				M	A mandatory minimum of 3 items shall be selected from this section
3.1	Engine	P	—>			
3.2	Air conditioning (heating, ventilation)	P	—>			
3.3	Pitot/static system	P	—>			
3.4	Fuel system	P	—>			
3.5	Electrical system	P	—>			
3.6	Hydraulic system	P	—>			
3.7	Flight control and trim system	P	—>			
3.8	Anti-icing and de-icing system	P	—>			
3.9	Autopilot/flight director	P	—>			
3.10	Stability augmentation devices	P	—>			
3.11	Weather radar, radio altimeter, transponder	P	—>			
3.12	Area navigation system	P	—>			
3.13	Landing gear system	P	—>			
3.14	APU	P	—>			
3.15	Radio, navigation equipment, instruments and FMS	P	—>			
SECTION 4 — Abnormal and emergency procedures						
4	Abnormal and emergency procedures				M	A mandatory minimum of 3 items shall be selected from this section
4.1	Fire drills (including evacuation if applicable)	P	—>			
4.2	Smoke control and removal	P	—>			
4.3	Engine failures, shutdown and restart at a safe height	P	—>			
4.4	Fuel dumping (simulated)	P	—>			

SINGLE/MULTI-PILOT HELICOPTERS		PRACTICAL TRAINING			SKILL TEST OR PROFICIENCY CHECK	
Manoeuvres/procedures		FSTD	H	Instructor initials when training completed	Checked in FSTD or H	Examiner initials when test completed
4.5	Tail rotor control failure (if applicable)	P	—>			
4.5.1	Tail rotor loss (if applicable)	P	A helicopter shall not be used for this exercise			
4.6	Incapacitation of crew member — MPH only	P	—>			
4.7	Transmission malfunctions	P	—>			
4.8	Other emergency procedures as outlined in the appropriate flight manual	P	—>			

SECTION 5 — Instrument flight procedures (to be performed in IMC or simulated IMC)

5.1	Instrument take-off: transition to instrument flight is required as soon as possible after becoming airborne	P*	—>*			
5.1.1	Simulated engine failure during departure	P*	—>*		M*	
5.2	Adherence to departure and arrival routes and ATC instructions	P*	—>*		M*	
5.3	Holding procedures	P*	—>*			
5.4	3D operations to DH/A of 200 ft (60 m) or to higher minima if required by the approach procedure	P*	—>*			
5.4.1	Manually, without flight director. Note: According to the AFM, RNP APCH procedures may require the use of autopilot or flight director. The procedure to be flown manually shall be chosen taken into account such limitations (for example, choose an ILS for 5.4.1 in the case of such AFM limitation).	P*	—>*		M*	
5.4.2	Manually, with flight director	P*	—>*		M*	
5.4.3	With coupled autopilot	P*	—>*			
5.4.4	Manually, with one engine simulated inoperative; engine failure has to be simulated during final approach before passing 1 000 ft above aerodrome level until touchdown or until completion of the missed approach procedure	P*	—>*		M*	
5.5	2D operations down to the MDA/H	P*	—>*		M*	

SINGLE/MULTI-PILOT HELICOPTERS		PRACTICAL TRAINING			SKILL TEST OR PROFICIENCY CHECK	
Manoeuvres/procedures		FSTD	H	Instructor initials when training completed	Checked in FSTD or H	Examiner initials when test completed
5.6	Go-around with all engines operating on reaching DA/H or MDA/MDH	P*	—>*			
5.6.1	Other missed approach procedures	P*	—>*			
5.6.2	Go-around with one engine simulated inoperative on reaching DA/H or MDA/MDH	P*	—>*		M*	
5.7	IMC autorotation with power recovery	P*	—>*		M*	
5.8	Recovery from unusual attitudes	P*	—>*		M*	

SECTION 6 — Use of optional equipment

6	Use of optional equipment	P	—>			
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Appendix 10: TR(A) and TR(H) - List of applicable types of aeroplanes and helicopters

This Appendix includes military aeroplanes and helicopters type certificated in The Netherlands.

Explanation of table:

- a) A dividing line in column 3 indicates a variant.
- b) The symbol (D) between variants of types of aeroplanes in column 4 indicates that differences training is required.
- c) Although the licence endorsement (column 5) contains all aeroplanes listed in column 3, the required familiarisation or differences training still has to be completed.
- d) The specific variant on which the skill test for the type rating has been completed will be recorded.
- e) Regarding licences for flight-crew, an arrangement has been made between the MAA-NLD and the Civil Aviation Authority of the Netherlands regarding crew concept and civil counterparts of military aeroplanes (column 2, 3 and 6).

Aeroplane types:

1 Manufacturer	2 Civil type	3 Military type	4	5 Endorsement	6 Crew concept
Airbus	A-330	A-330 MMF		A-330 MMF	MPA
General Dynamics / Fokker B.V.	-	F-16AM		F-16	SPA
		F-16BM			
Gulfstream Aerospace	Gulfstream IV	G-IV		G-IV	MPA
Gulfstream Aerospace	Gulfstream 650	G-650		G-650	MPA
Lockheed Aeronautical Systems Company	Hercules	C-130 (M)-H-30		C-130	MPA
		C-130 (M)-H			
Lockheed Martin F-35 Lightning II	-	F-35A		F-35	SPA
Pilatus	Pilatus SET	PC-7		PC-7	SPA

Helicopters types:

1 Manufacturer	2 Civil type	3 Military type	4	5 Endorsement	6 Crew concept
Boeing Helicopters Chinook	BV 234	CH-47 D	(D)	CH-47	MPH
		CH-47 F			
		CH-47 CAAS			
McDonnell Douglas Helicopter Systems Apache	-	AH-64 D	(D)	AH-64	MPH
		AH-64 E			
Eurocopter France Cougar	AS 332/ 332L2	AS-532 U2		AS-532	MPH
NATO Helicopter Industries	-	NH-90 NFH		NH-90	MPH

Appendix 11: Pilot logbook

PILOT LOGBOOK

HOLDER'S NAME:

HOLDER'S LICENSE NUMBER:

HOLDER'S ADDRESS:

[space for address change]

[space for address change]

[space for address change]

[space for address change]

[space for address change]

INSTRUCTIONS FOR USE

1. FCL.050 requires holders of a flight crew license to record details of all flights flown in a format acceptable to the MAA-NLD. This logbook enables pilot license holders to record flight experience in a manner which will facilitate this process while providing a permanent record of the license holders flying. Pilots who fly regularly airplanes and helicopters or other aircraft categories (unmanned) are recommended to maintain separate logbooks for each category of aircraft.
2. Flight crew logbook entries should be made as soon as practicable after any flight undertaken. All entries in the logbook shall be made in ink or indelible pencil.
3. The particulars of every flight in the course of which the holder of a flight crew license acts as a member of the operating crew of an aircraft are to be recorded in the appropriate columns using one line for each flight, provided that if an aircraft carries out a number of flights upon the same day returning on each occasion to the same place of departure and the interval between successive flights does not exceed thirty minutes, such series of flights may be recorded as a single entry.
4. Flight time is recorded:
 - i. from the time the airplane first moves under its own power for the purpose of taking off until the time the airplane finally comes to rest after landing;
 - ii. from the moment a helicopter's rotor blades start turning until the moment the helicopter finally comes to rest at the end of the flight, and the rotor blades are stopped.
5. When an aircraft carries two or more pilots as members of the operating crew, one of them shall, before the flight commences, be designated by the operator as the aircraft 'commander', in accordance with MAR-OPS, who may delegate the conduct of the flight to another suitable qualified pilot. All flight carried out as 'commander' shall be entered in the log book as 'pilot-in-command'. A pilot flight as 'student pilot-in-command' shall enter flight times as 'pilot-in-command' but all such entries shall be certified by the 'aircraft commander' or flight instructor in the 'Remarks' column of the logbook.
6. Notes on recording of flight time:
 - i. Column 1: Enter date (dd/mm/yy) on which the flight commences.
 - ii. Column 2/3: Enter place of departure and destination either in full or the internationally recognized three or four letter designator. All times UTC.
 - iii. Column 5: Indicate whether the operation was single or multi-pilot, and for single-pilot operation whether single or multi-engine.

- iv. Column 6: Total time of flight may be entered in hours and minutes or decimal notation as desired.
- v. Column 7: Enter name of pilot-in-command (or abbreviation (trigram)) or SELF as appropriate.
- vi. Column 8: Indicate number of take-offs and landings as pilot flying, by day and/or night.
- vii. Column 9: Enter flight time undertaken at night, or under Instrument Flight Rules (IFR).
- viii. Column 10: Pilot function time:

 Enter flight time as pilot-in-command (PIC) and student pilot-in-command (SPIC) as PIC. All time recorded as SPIC must be countersigned by the aircraft commander/flight instructor in the Remarks (column 12). Instructor time should be recorded as appropriate and also entered as PIC.

 Trainee time: Flight time or Instrument Ground Time during which a person is **receiving** flight instruction from a properly authorized instructor.
- ix. Column 11: Suitable FSTD:

 For any FSTD enter type of aircraft and qualification number of the device. For other flight training devices enter either FNPT I or FNPT II as appropriate. Total time of session includes all exercises carried out in the device, including pre- and after-flight checks. Enter type of exercise performed in the Remarks (column 12), e.g. operator proficiency check revalidation.
- x. Column 12: the Remarks column may be used to record details of the flight at the holder’s discretion. The following entries, however, must be made:
 - Instrument flight time undertaken as part of training for a license or rating.
 - Details of all skill tests and proficiency checks.
 - Signature of PIC if the pilot is recording flight time as SPIC.

7. When each page is completed, accumulated flight times should be entered in the appropriate columns and certified by the pilot in Remarks column.

Appendix 12: Instructor rating application and revalidation/renewal forms

FORM E: FI(A), TRI (MPA) and TRI(SPA) application and report Form

APPLICATION AND REPORT FORM FOR THE FI(A) / TRI(MPA) / TRI(SPA) SKILL TEST FORM E

1	Applicants personal particulars:		
Applicant's last name:		First names:	

2	License details		
License type:		Number:	
		Exp. Date:	
Type ratings included in the license:	1.		
	2.		
	3.		
	4.		
	5.		
Other ratings included in the license:	1.		
	2.		
	3.		
	4.		
	5.		

3	Pre-course flight experience			
Total flight hours		Total hours Instrument Time		
PIC hours		Total hours on type		
24 months operational	*	36 months operational	*	

* Tick as applicable

4 Declaration by the chief flight instructor					
<i>I certify that has satisfactorily completed an approved course of training for the</i>					
Flight Instructor rating (FI(A))	*	Type rating instructor rating (TRI(MPA))	*	Type rating instructor rating (TRI(SPA))	*
<i>in accordance with the relevant syllabus approved by the MAA-NLD.</i>					
Flight hours during the course:					
Airplane/s, simulator/s or flight and navigation procedure trainers used:					
Name of examiner (FIE/TRE):					
Signature:					
Name of MATO:					

5 Examiner's certificate (FIE/TRE)			
<i>I have tested the applicant according to the examination report</i>			
A – EXAMINER'S ASSESSMENT (fill out in case of partial pass)			
Theoretical oral examination:		Skill test:	
<i>Passed</i>	<i>Failed</i>	<i>Passed</i>	<i>Failed</i>
*	I recommend further flight/ground training with an FI/TRI instructor before re-test		
*	I do not consider further flight/theoretical instruction necessary before re-test		
B – EXAMINER'S ASSESSMENT (fill out in case of complete pass)			
*	Flight instructor rating		
*	Type rating instructor rating (MPA)		
*	Type rating instructor rating (SPA)		
Name of examiner (block letters):			
Signature:			
License number:		Date:	

* Tick as applicable

FORM E: FI(H), TRI (MPH) and TRI(SPH) application and report Form

APPLICATION AND REPORT FORM FOR THE FI(H) / TRI(MPH) / TRI(SPH) SKILL TEST FORM E
--

1	Applicants personal particulars:		
Applicant's last name:		First names:	

2	License details		
License type:		Number:	
		Exp. Date:	
Type ratings included in the license:		1.	
		2.	
		3.	
		4.	
		5.	
Other ratings included in the license:		1.	
		2.	
		3.	
		4.	
		5.	

3	Pre-course flight experience			
Total flight hours		Total hours Instrument Time		
PIC hours		Total hours on type		
24 months operational	*	36 months operational	*	

* Tick as applicable

4	Declaration by the chief flight instructor				
<i>I certify that has satisfactorily completed an approved course of training for the</i>					
Flight Instructor rating (FI(H))	*	Type rating instructor rating (TRI(MPH))	*	Type rating instructor rating (TRI(SPH))	*
<i>in accordance with the relevant syllabus approved by the MAA-NLD.</i>					
Flight hours during the course:					
Helicopter's, simulator's or flight and navigation procedure trainers used:					
Name of examiner (FIE/TRE):					
Signature:					
Name of MFTO / MTRTO:					

5	Examiner's certificate (FIE/TRE)				
<i>I have tested the applicant according to the examination report</i>					
A – EXAMINER'S ASSESSMENT (fill out in case of partial pass)					
Theoretical oral examination:			Skill test:		
<i>Passed *</i>		<i>Failed *</i>		<i>Passed *</i>	
<i>Failed *</i>		<i>Passed *</i>		<i>Failed *</i>	
*	I recommend further flight/ground training with an FI/TRI before re-test				
*	I do not consider further flight/theoretical instruction necessary before re-test				
B – EXAMINER'S ASSESSMENT (fill out in case of complete pass)					
*	Flight instructor rating				
*	Type rating instructor rating (MPH)				
*	Type rating instructor rating (SPH)				
Name of examiner (block letters):					
Signature:					
License number:			Date:		

* Tick as applicable

FORM F: FI(A), TRI(MPA) and TRI(SPA) Revalidation and renewal form

INSTRUCTIONAL FLIGHT EXPERIENCE		FORM F
<i>Instructors applying for a revalidation or renewal of their instructor rating should provide the MAA-NLD with their recent instructional experience as requested below:</i>		
(FI/TRI): Total instructional hours (preceding 36 months):		
(FI/TRI): Total instructional hours (preceding 12 months):		
(FI/TRI): Instrument instruction time:		
(TRI): I have completed 30 flights (at least 15 in the airplane) (preceding 12 months)		*
(TRI): I have completed relevant parts of TRI course:		*
(TRI): I have conducted 3 hours of flight instruction related to the duties of a TRI:		*

* Tick as applicable

INSTRUCTOR REFRESHER TRAINING	
--------------------------------------	--

1	This is to certify that the undersigned attended an instructor refresher training approved by the MAA-NLD
----------	--

2	Attendee's personal particulars		
Name:			
Address:			
License number:		Expiration date of FI(A)/TRI(A) rating:	

4	Refresher training particulars		
Date/s of training:		MATO:	

6	Declaration by the responsible training organiser		
<i>I certify that the above data are correct and that the Instructor refresher training was carried out as approved by the MAA-NLD.</i>			
Name of organiser:		Date of approval of course:	
Date and place:		Signature:	

7	Declaration by the attendee
<i>I confirm the data under 1 through 4</i>	
Signature:	

PROFICIENCY CHECK (For FI(A)/TRI(MPA)/TRI(SPA))			
<i>I certify that..... has given proof of flight instructional ability during a proficiency check flight. This was done to my satisfaction.</i>			
Flight time:		Airplane/Simulator used:	
Main exercise:			
Name of FIE/TRE:		License number:	
Date and place:		Signature:	

FORM F: FI(H), TRI(MPH) and TRI(SPH) Revalidation and renewal form

INSTRUCTIONAL FLIGHT EXPERIENCE		FORM F
<i>Instructors applying for a revalidation or renewal of their instructor rating should provide the MAA-NLD with their recent instructional experience as requested below:</i>		
(FI/TRI): Total instructional hours (preceding 36 months):		
(FI/TRI): Total instructional hours (preceding 12 months):		
(FI/TRI): Instrument instruction time:		
(TRI): I have completed 30 flights (at least 15 in the helicopter) (preceding 12 months)		*
(TRI): I have completed relevant parts of TRI course:		*
(TRI): I have conducted 3 hours of flight instruction related to the duties of a TRI:		*

* Tick as applicable

INSTRUCTOR REFRESHER TRAINING

1	This is to certify that the undersigned attended an instructor refresher training approved by the MAA-NLD
----------	--

2	Attendee's personal particulars		
Name:			
Address:			
License number:		Expiration date of FI(H)/TRI(H) rating:	

4	Refresher training particulars		
Date/s of training:		MATO:	

6	Declaration by the responsible training organiser		
<i>I certify that the above data are correct and that the Instructor refresher training was carried out as approved by the MAA.</i>			
Name of organiser:		Date of approval of course:	
Date and place:		Signature:	

7	Declaration by the attendee
<i>I confirm the data under 1 through 4</i>	
Signature:	

PROFICIENCY CHECK (For FI(H), TRI(MPH) and TRI(SPH))			
<i>I certify that..... has given proof of flight instructional ability during a proficiency check flight. This was done to my satisfaction.</i>			
Flight time:		Helicopter/Simulator used:	
Main exercise:			
Name of FIE/TRE:		License number:	
Date and place:		Signature:	

Appendix 13: Flight test categories and determination matrix

Categories of flight tests:

Flights tests include the following four categories:

1 Category One (1):

- a) initial flight(s) of a new type of aircraft or of an aircraft of which flight or handling characteristics may have been significantly modified;
- b) flights during which it can be envisaged to potentially encounter flight characteristics significantly different from those already known;
- c) flights to investigate novel or unusual aircraft design features or techniques;
- d) flights to determine or expand the flight envelope;
- e) flights to determine the regulatory performances, flight characteristics and handling qualities when flight envelope limits are approached;
- f) flight test training for Category 1 flight tests.

2 Category Two (2):

- a) flights not classified as Category 1 on an aircraft whose type is not yet certified;
- b) flights not classified Category 1 on an aircraft of an already certified type, after embodiment of a not yet approved modification and which:
 - i require an assessment of the general behaviour of the aircraft; or
 - ii require an assessment of basic crew procedures, when a new or modified system is operating or is needed; or
 - iii are required to intentionally fly outside of the limitations of the currently approved operational envelope, but within the investigated flight envelope;
- c) flight test training for Category 2 flight tests.

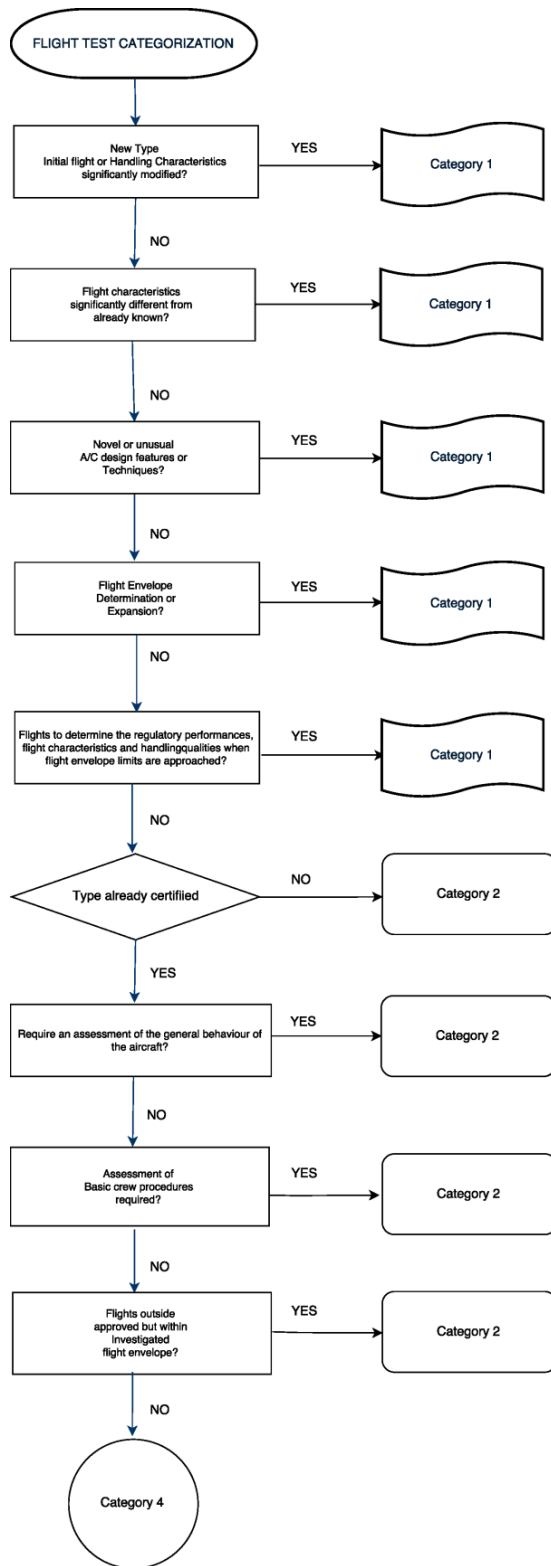
3 Category Three (3):

Flights performed for the issuance of statement of conformity for a new-built aircraft which do not require flying outside of the limitations of the type certificate or the aircraft flight manual.

4 Category Four (4):

Flights not classified as Category 1 or 2 on an aircraft of an already certified type, in case of an embodiment of a not yet approved design change.

Flight test category determination matrix



ANNEX II - VI (Reserved)

ANNEX VII: ORGANISATION REQUIREMENTS FOR FLIGHTCREW [PART-ORA]

SUBPART GEN: GENERAL REQUIREMENTS

SECTION I: General

ORA.GEN.105 Competent authority

- (a) For the purpose of this NLD-MAR-FCL, the Dutch Military Aviation Authority (MAA-NLD) exercises oversight over:
- (1) organisations subject to a certification obligation such as MATO's;
 - (2) FSTDs.
- (b) When a FSTD located outside the territory of the Netherlands is operated by an organisation certified or accredited by the MAA-NLD, the MAA-NLD shall qualify this FSTD.

ORA.GEN.115 Application for an organisation certificate

- (a) The application for an organisation certificate or an amendment to an existing certificate shall be made by submitting a MAA-NLD Form 97 together with all necessary documents to the MAA-NLD.
- (b) Applicants for an initial certificate shall provide the MAA-NLD with documentation demonstrating how they will comply with the requirements of this NLD-MAR-FCL. Such documentation shall include a procedure describing how changes not requiring prior approval will be managed and notified to the MAA-NLD.

ORA.GEN.120 Means of compliance

- (a) Alternative means of compliance to the AMC adopted by the MAA-NLD may be used by an organisation to establish compliance with the NLD-MAR-FCL.
- (b) When an organisation wishes to use an alternative means of compliance, it shall, prior to implementing it, provide the MAA-NLD with a full description of the alternative means of compliance. The description shall include any revision to manuals or procedures that may be relevant, as well as an assessment demonstrating that the requirements of NLD-MAR-FCL are met.

The organisation may implement these alternative means of compliance subject to prior approval by the MAA-NLD and upon receipt of the notification of approval from the MAA-NLD.

ORA.GEN.125 Terms of approval and privileges of an organisation

A certified organisation shall comply with the scope and privileges defined in the terms of approval attached to the organisation's certificate.

ORA.GEN.130 Changes to organisations

- (a) Any change affecting:
 - (1) the scope of the certificate or the terms of approval of an organisation; or
 - (2) any of the elements of the organisation's management system as required in ORA.GEN.200(a)(1) and (a)(2), shall require prior approval by the MAA-NLD.
- (b) The organisation shall provide the MAA-NLD with any relevant documentation.

The change shall only be implemented upon receipt of formal approval by the MAA-NLD.
- (c) All changes not requiring prior approval shall be managed and notified to the MAA-NLD as defined in a procedure approved by the MAA-NLD.

ORA.GEN.135 Continued validity

- (a) The organisation's certificate shall remain valid subject to:
 - (1) the organisation remaining in compliance with the relevant requirements this NLD-MAR-FCL and other applicable NLD-MAR's, taking into account the provisions related to the handling of findings as specified under ORA.GEN.150;
 - (2) the MAA-NLD being granted access to the organisation as defined in ORA.GEN.140 to determine continued compliance with this NLD-MAR-FCL; and
 - (3) the certificate not being surrendered or revoked.
- (b) Upon revocation or surrender the certificate shall be returned to the MAA-NLD without delay.

ORA.GEN.140 Access

For the purpose of determining compliance with the relevant requirements of this NLD-MAR-FCL, the organisation shall grant access to any facility, aircraft, document, records, data, procedures or any other material relevant to its activity subject to certification, whether it is contracted or not, to any person authorised by the MAA-NLD.

ORA.GEN.150 Findings

After receipt of notification of findings, the organisation shall:

- (a) identify the root cause of the non-compliance;
- (b) define a corrective action plan; and
- (c) demonstrate corrective action implementation to the satisfaction of the MAA-NLD within a period agreed with the MAA-NLD

ORA.GEN.155 Immediate reaction to a safety problem

The organisation shall implement:

- (a) any safety measures mandated by the MAA-NLD; and
- (b) any relevant mandatory safety information issued by the MAA-NLD, including airworthiness directives.

ORA.GEN.160 Occurrence reporting

- (a) The organisation shall report to the MAA-NLD any or occurrence in accordance with the Special Military Aviation Requirements dealing with Occurrence Reporting (SMAR-1).
- (b) Without prejudice to paragraph (a) the organisation shall report to the MAA-NLD and to the organisation responsible for the design of the aircraft any incident, malfunction, technical defect, exceeding of technical limitations or other irregular circumstance that has or may have endangered the safe operation of the aircraft and that has not resulted in an accident or serious incident.

SECTION II: Management**ORA.GEN.200 Management system**

- (a) The organisation shall establish, implement and maintain a management system that includes:
 - (1) clearly defined lines of responsibility and accountability throughout the organisation, including a direct safety accountability of the accountable manager;
 - (2) a description of the overall philosophies and principles of the organisation with regard to safety, referred to as the safety policy;
 - (3) the identification of aviation safety hazards entailed by the activities of the organisation, their evaluation and the management of associated risks, including taking actions to mitigate the risk and verify their effectiveness;
 - (4) maintaining personnel trained and competent to perform their tasks;
 - (5) documentation of all management system key processes, including a process for making personnel aware of their responsibilities and the procedure for amending this documentation;
 - (6) a function to monitor compliance of the organisation with the relevant requirements. Compliance monitoring shall include a feedback system of findings to the accountable manager to ensure effective implementation of corrective actions as necessary; and
 - (7) any additional requirements that are prescribed in the relevant subparts of this NLD-MAR-FCL or other applicable MARs.

- (b) The management system shall correspond to the size of the organisation and the nature and complexity of its activities, taking into account the hazards and associated risks inherent in these activities.

ORA.GEN.205 Contracted activities

- (a) Contracted activities include all activities within the organisation’s scope of approval that are performed by another organisation either itself certified to carry out such activity or if not certified, working under the contracting organisation’s approval.

The organisation shall ensure that when contracting or purchasing any part of its activity, the contracted or purchased service or product conforms to the applicable requirements. If the service or product is delivered by contracted organisations external to the Dutch Military Aviation System (NLD-MAS), the requirements and guidelines for the acceptance of service, products and/or data are prescribed in the Special Military Aviation Regulation-4 (NLD-SMAR-4).

- (b) When the certified organisation contracts any part of its activity to an organisation that is not itself certified in accordance with this NLD-MAR-FCL to carry out such activity, the contracted organisation shall work under the approval of the contracting organisation. The contracting organisation shall ensure that the MAA-NLD is given access to the contracted organisation, to determine continued compliance with the applicable requirements.

ORA.GEN.210 Personnel requirements

- (a) The organisation shall appoint an accountable manager, who has the authority for ensuring that all activities can be carried out in accordance with the applicable requirements. The accountable manager shall be responsible for establishing and maintaining an effective management system including a Quality and Safety Management system.
- (b) A person or group of persons shall be nominated by the organisation (as described in the NLD-MAR-OPS subpart C), with the responsibility of ensuring that the organisation remains in compliance with the applicable requirements. Such person(s) shall be ultimately responsible to the accountable manager.
- (c) The organisation shall have sufficient qualified personnel for the planned tasks and activities to be performed in accordance with the applicable requirements.
- (d) The organisation shall maintain appropriate experience, qualification and training records to show compliance with paragraph (c).
- (e) The organisation shall ensure that all personnel are aware of the rules and procedures relevant to the exercise of their duties.

ORA.GEN.215 Facility requirements

The organisation shall have facilities allowing the performance and management of all planned tasks and activities in accordance with this NLD-MAR-FCL and other applicable MAR’s.

ORA.GEN.220 Record-keeping

- (a) The organisation shall establish a system of record-keeping that allows adequate storage and reliable traceability of all activities developed, covering in particular all the elements indicated in ORA.GEN.200.
- (b) The format of the records shall be specified in the organisation's procedures.
- (c) Records shall be stored in a manner that ensures protection from damage, alteration and theft.

SUBPART MATO: MILITARY APPROVED TRAINING ORGANISATIONS

SECTION I: General

ORA.MATO.100 Scope

This Subpart establishes the requirements to be met by organisations providing training for pilot licences and associated ratings, certificates and endorsements.

ORA.MATO.105 Application

- (a) Applicants for the issue of a certificate as an military approved training organisation (MATO) shall provide the MAA-NLD with a MAA-NLD Form 151:
- (1) with the following information:
 - (i) name and address of the training organisation;
 - (ii) date of intended commencement of activity;
 - (iii) personal details and qualifications of the head of training (HT), the flight instructor(s), flight simulation training instructors and the theoretical knowledge instructor(s);
 - (iv) name(s) and address(es) of the aerodromes(s) and/or operating site(s) at which the training is to be conducted;
 - (iv) list of aircraft to be operated for training, including their type, registration, and category of the certificate of airworthiness, if applicable;
 - (v) list of flight simulation training devices (FSTDs) that the training organisation intends to use, if applicable;
 - (vii) the type of training that the training organisation wishes to provide and the corresponding training programme; and
 - (2) the operations and training manuals.
- (b) reserved.
- (c) In the case of a change to the certificate, applicants shall provide the MAA-NLD with a MAA-NLD Form 151 with the relevant parts of the information and documentation referred to in (a).

ORA.MATO.110 Personnel requirements

- (a) An HT shall be nominated. The HT shall have extensive experience as an instructor in the areas relevant for the training provided by the MATO and shall possess sound managerial capability.
- (b) The HT's responsibilities shall include:
 - (1) ensuring that the training provided is in compliance with NLD-MAR-FCL; and
 - (2) ensuring the satisfactory integration of flight training in an aircraft or a FSTD and theoretical knowledge instruction; and
 - (3) supervising the progress of individual students.
- (c) Theoretical knowledge instructors shall have:
 - (1) practical background in aviation in the areas relevant for the training provided and have undergone a course of training in instructional techniques; or
 - (2) previous experience in giving theoretical knowledge instruction and an appropriate theoretical background in the subject on which they will provide theoretical knowledge instruction.
- (d) Flight instructors and flight simulation training instructors shall hold the qualifications required by this NLD-MAR-FCL for the type of training that they are providing.

ORA.MATO.120 Record-keeping

The following records shall be kept throughout the course and for a period of three years after the completion of the training:

- (a) details of ground, flight, and simulated flight training given to individual students; and
- (b) detailed and regular progress reports from instructors including assessments, and regular progress flight tests and ground examinations; and
- (c) information on the licences and associated ratings and certificates of the students, including the expiry dates of medical certificates and ratings;
- (d) members of staff information, expiry dates of medical certificates, ratings etc. related to the MATO personnel.

ORA.MATO.125 Training program

- (a) A training program shall be developed for each type of course offered.
- (b) The training program shall comply with the requirements of NLD-MAR-FCL.

ORA.MATO.130 Training manual and operations manual

- (a) The MATO shall establish and maintain a training manual and operations manual containing information and instructions to enable personnel to perform their duties and to give guidance to students on how to comply with course requirements.
- (b) The MATO shall make available to staff and, where appropriate, to students the information contained in the training manual, the operations manual and the MATO's approval documentation.
- (c) (Reserved)
- (d) The operations manual shall establish flight time limitation schemes for flight instructors and student pilots, including the maximum flying hours, maximum flying duty hours and minimum rest time between instructional duties or flights.

ORA.MATO.135 Training aircraft and FSTDs

- (a) The MATO shall use an adequate fleet of training aircraft or FSTDs appropriate to the courses of training provided.
- (b) The MATO shall ensure that:
 - (1) All training aircraft are suitable and adequately equipped for the flight and or type rating training to be conducted;
 - (2) All training aircraft hold an applicable and valid certificate of airworthiness issued by the MAA; and
 - (3) Maintenance management of training aircraft shall be conducted in accordance with subpart M of MAR-OPS.
- (c) The MATO shall only provide training in FSTDs when it demonstrates to the MAA-NLD:
 - (1) the adequacy between the FSTD specifications and the related training programme;
 - (2) that the FSTDs used comply with the relevant requirements of NLD-MAR-FCL and NLD-MAR-FSTD;
 - (3) in the case of full flight simulators (FFSs), that the FFS adequately represents the relevant type of aircraft; and
 - (4) that it has put in place a system to adequately monitor changes to the FSTD and to ensure that those changes do not affect the adequacy of the training programme.
- (d) If the aircraft used for the skill test is of a different type to the FFS used for the visual flight training, the maximum credit shall be limited to that allocated for flight and navigation procedures trainer II (FNPT II) for aeroplanes and FNPT II/III for helicopters in the relevant flight training programme.

ORA.MATO.140 Aerodromes and operating sites

When providing flight training on an aircraft, the MATO shall use aerodromes or operating sites that have the appropriate facilities and characteristics to allow training of the manoeuvres relevant, taking into account the training provided and the category and type of aircraft used.

ORA.MATO.145 Pre-requisites for training

The MATO shall ensure that the students meet all the pre-requisites for training established in MAR-FCL 3 and NLD-MAR-FCL.

ORA.MATO.150 Training outside the Netherlands in third countries

Training outside the Netherlands shall be done by organisations that are approved or accredited by the MAA-NLD in accordance with the NLD-SMAR-4.

SECTION II: Additional requirements for MATOs providing training for the Military Pilot Licence and the associated ratings and certificates**ORA.MATO.210 Personnel requirements**

- (a) Head of training (HT). The nominated HT shall have extensive experience in training as an instructor for the Dutch Military Pilot Licence and associated ratings or certificates. The HT shall hold or have held in the 36 months prior to his appointment as a HT, a military pilot license and rating(s), applicable to the flight training courses conducted.
- (b) Chief flight instructor (CFI). Except in the case of MATOs only providing training for type ratings, the MATO providing flight instruction shall nominate a CFI who shall be responsible for the supervision of flight and flight simulation training instructors and for the standardisation of all flight instruction and flight simulation instruction. The CFI shall:
 - 1) hold a military pilot license and ratings related to the flight training courses conducted;
 - 2) hold an instructor rating for at least one of the types of aircraft used on the course; and
 - 3) have a total of 1000 hours of flight time of which a minimum of 500 hours shall be on flight instructional duties of which 200 hours may be simulator time. A minimum of 100 hours of these 500 hours are related to the flight courses conducted .
- (c) Chief theoretical knowledge instructor (CTKI). Except in the case of MATOs only providing training for type ratings, the MATO providing theoretical knowledge instruction shall nominate a CTKI who shall be responsible for the supervision of all theoretical knowledge instructors and for the standardisation of all theoretical knowledge instruction. The CTKI shall have extensive experience as a theoretical knowledge instructor in the areas relevant for the training provided by the MATO.

ORA.MATO.225 Training programme

- (a) The training programme shall include a breakdown of flight and theoretical knowledge instruction, presented in a week-by-week or phase layout, a list of standard exercises and a syllabus summary.
- (b) The content and sequence of the training programme shall be specified in the training manual.

ORA.MATO.230 Training manual and operations manual

- (a) The training manual shall state the standards, objectives and training goals for each phase of training that the students are required to comply with and shall address the following subjects:
 - training plan;
 - briefing and air exercises;
 - flight training in an FSTD, if applicable;
 - theoretical knowledge instruction.
- (b) The operations manual shall provide relevant information to particular groups of personnel, as flight instructors, flight simulation training instructors, theoretical knowledge instructors, operations and maintenance personnel, and shall include general, technical, route and staff training information.

FINAL CLAUSES

This Military Aviation Regulation is known as NLD-MAR-FCL.

This Military Aviation Regulation shall enter into force from the day after the date of issue on the MAA-NLD internet/intranet.

This Military Aviation Regulation will be binding in its entirety and directly applicable to all (Military) Aviation Organisations who are involved in any way with or are acting within the Netherlands Military Aviation System (NLD-MAS) and need to be compliant no later than 1 January 2023.

The Hague, 15 September 2022

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

J.P. Apon,
Air Commodore

