
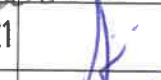


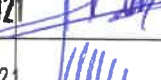



VALIDATIONS AND CONVERSIONS

Procedure Management

	Name	Title	Date	Signature
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Validated by	M. Huizer	Head of Licencing	17 JUN 2021	
	L. Kremer	Quality and Compliance Manager	17 JUN 2021	
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	S. Vallance	Technical Director	21 JUN 2021	
Approved by	P. Jaeger	Director of Civil Aviation	21 JUN 2021	

Revisions

Revision nr	Denomination of revision	Date
00	Initial issue	06/10/2017
01	Update following publication of Commission Delegated Regulation (EU) No 2020/723 of 4 March 2020 and Translation to English	23/12/2020
02	Update following the entry into force (May 18, 2021) of the Technical Implementation Procedures - Licencing (Tip-L) Between the Federal Aviation Administration of the United States of America and the European Union Aviation Safety Agency of the European Union	
03		



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1 Introduction

1.1 PURPOSE OF THIS DOCUMENT

The present document has been established in order to describe the procedures for the validation and conversion of licences, ratings and certificates issued by ICAO Contracting States.

1.2 TERMINOLOGY

Acclimatization flying: flight training for the purpose of accustoming applicants for FAA instrument ratings and EU Part-FCL instrument ratings (IR(A)) with the specificities of the airspace in the United States and the Member States, respectively

Conversion: Issuance of a Luxembourgish Part-FCL or national license based on a foreign license issued by a third country that is an ICAO Contracting State.

Flight time under Instrument Flight Rules (IFR):

(i) For FAA license holders, flight time during which the aircraft is being operated solely by reference to instruments under actual or simulated instrument meteorological conditions.

(ii) For Part-FCL license holders, all flight time during which the aircraft is being operated under the Instrument Flight Rules.

Instrument Meteorological Conditions (IMC): meteorological conditions expressed in terms of visibility, distance from clouds, and ceiling less than the minimums specified for visual meteorological conditions, requiring operations to be conducted under IFR.

Knowledge Test: a test on the aeronautical knowledge areas required for a pilot license or rating conversion that can be administered in written form or by a computer format.

Validation: Administrative act taken by the Directorate of Civil Aviation by which it accepts a license issued by an ICAO Contracting State as having the same value as those it has issued itself.

1.3 REFERENCES

Ref.	Title
1.	Commission Regulation (EU) No 1178/2011 of 3 November 2011 laying down technical requirements and administrative procedures related to civil aviation aircrew pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council, as amended, and its AMC and GM
2.	Commission Regulation (EU) No 2018/395 of 13 March 2018 laying down detailed rules for the operation of balloons pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council, as amended

3.	Regulation (EU) No 2018/1139 of the European Parliament and of the Council of 4 July 2018 on common rules in the field of civil aviation and establishing a European Union Aviation Safety Agency, and amending Regulations (EC) No 2111/2005, (EC) No 1008/2008, (EU) No 996/2010, (EU) No 376/2014 and Directives 2014/30/EU and 2014/53/EU of the European Parliament and of the Council, and repealing Regulations (EC) No 552/2004 and (EC) No 216/2008 of the European Parliament and of the Council and Council Regulation (EEC) No 3922/91
4.	Commission Implementing Regulation (EU) No 2018/1976 of 14 December 2018 laying down detailed rules for the operation of sailplanes pursuant to Regulation (EU) No 2018/1139 of the European Parliament and of the Council, as amended
5.	Commission Delegated Regulation (EU) No 2020/723 of 4 March 2020 laying down detailed rules with regard to the acceptance of third-country certification of pilots and amending Regulation (EU) No 1178/2011
6.	Annex 1 to the Convention on International Civil Aviation – Personnel Licencing
7.	Règlement grand-ducal du 4 juillet 1990 réglementant les licences et qualifications des parachutistes
8.	Règlement grand-ducal modifié du 13 janvier 1993 réglementant les licences et qualifications du personnel de conduite des aéronefs
9.	Agreement Between the USA And the EU on Cooperation in the Regulation of Civil Aviation Safety (BASA), as amended, and in particular its Annex 3 (Pilot Licensing) as signed on 19 November 2020
10.	Technical Implementation Procedures - Licensing (Tip-L) Between the Federal Aviation Administration of the United States of America and the European Union Aviation Safety Agency of the European Union signed on 19 November 2020
11.	Document DAC-LIC 113-01 – Request for the issue of a Luxembourgish validation for commercial activities of an airplane licence issued by member state of ICAO which is not a member of EASA
12.	Document DAC-LIC 113-02 – Request for the issue of a Luxembourgish validation for commercial activities of a helicopter licence issued by member state of ICAO which is not a member of EASA
13.	Document DAC-LIC 113-03 – Request for the issue of a Luxembourgish validation for non-commercial activities with an instrument rating of a licence issued by member state of ICAO which is not a member of EASA
14.	Document DAC-LIC 113-04 – Request for the issue of a Luxembourgish validation for non-commercial activities without an instrument rating of a licence issued by member state of ICAO which is not a member of EASA
15.	Document DAC-LIC 113-05 - Request for a validation of a pilot licence for specific tasks of limited duration
16.	Document DAC-LIC 113-06 – Request for the conversion of an ICAO licence
17.	Document DAC-LIC 113-07 – Request for the acceptance of a rating

18.	Document DAC-LIC 113-08 – Request for the conversion of an ICAO CPL or ATPL licence
19.	Document DAC-LIC 113-09 – Request for the conversion of an FAA Certificate

1.4 DISTRIBUTION LIST

Name	Function	Signed Copy	Electronic Copy
Pierre JAEGER	Director of Civil Aviation		✓
Laurent KREMER	Quality & Compliance		✓
Stéphane VALLANCE	Technical Director		✓
Fränk KRAUS	Administrative Director		✓
Maria DEC	Head of Legal Department		✓
Stéphanie THEISEN	Data Protection Officer		✓
Mirjam HUIZER	Head of Licencing	✓	
	Licencing Department Inspectors		✓
	DAC Website		✓

1.5 DATA PROTECTION

All personal data collected and required to be kept in the frame of this procedure will be handled in accordance with the current regulatory framework (European and National) on Data Protection.


2 Recognition

2.1 ICAO CONTRACTING STATES WHICH ARE ALSO EASA MEMBER STATES

2.1.1 *National licences issued by EASA Member States*

Any pilot holding a balloon pilot or glider licence (issued in accordance with ICAO Annex 1), or a microlight license issued by a Member State of the European Union is authorized to fly aircraft registered in Luxembourg. This recognition is limited to carrying out visual flights only during the day in an aircraft registered in Luxembourg and certified with a crew composed of a single pilot.

The pilots concerned must be able to present the following documents at any time:

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- a. the valid foreign license;
- b. proof of validity of the license, (e.g. medical certificate, or class or type qualification certificate), in case that this is not endorsed on the license;
- c. the flight log.

3 Validation

3.1 ICAO CONTRACTING STATES WHICH ARE NOT EASA MEMBER STATES

3.1.1 Validation of airplane and helicopter pilot licences

Validations are issued in accordance with Commission Delegated Regulation (EU) 2020/723 of 4 March 2020 laying down detailed rules with regard to the acceptance of third-country certification of pilots and amending Commission Regulation (EU) No 1178/2011.

In order to request a validation, the holder is required to submit the respective form to the Licensing Department. The documents to be attached are indicated on the form. The form must be duly completed and signed by the requesting pilot and / or by the operator or owner of the LX-registered aircraft which the pilot wishes to fly.

The validation of such licenses is limited to a maximum period of one year, on condition that the license remains valid. The competent authority that validated the licence may extend the validity only once and only by a maximum of one year, if during the validity period the pilot has applied for a licence in accordance with Annex I (Part-FCL) to Commission Regulation (EU) No 1178/2011 or is undergoing training for the issuance of such a licence. In that last case, the extension shall cover the period of time necessary for the licence to be issued.


Before issuing the validation, the DAC will contact the Authority that issued the ICAO license to ensure its authenticity and its conformity with ICAO Annex 1. This verification of authenticity takes the form of an email to the issuing Authority with the request to confirm the content and authenticity of the license.

3.1.2 Pilot licences for commercial air transport and other commercial activities

To obtain this kind of validation, the form (DAC-LIC 113-01 or DAC-LIC 113-02) must be submitted, duly completed and signed by the pilot and / or the operator or owner of the aircraft.

This request must be accompanied by supporting documents attesting that the pilot complies with the requirements indicated in Article 5 of Commission Delegated Regulation (EU) No 2020/723, and contain the following documents:

- Copy of all pages / parts of the ICAO licence
- Copy of the Part-MED medical certificate
- Copy of an identity document

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- Proof of payment
- Copy of the last three pages of the flight log

3.1.3 Pilot licences for non-commercial activities with an instrument rating

For the validation of private pilot licences with an instrument rating, or Commercial Pilot Licences ('CPL') and Airline Transport Pilot Licences ('ATPL') with an instrument rating where the pilot intends only to exercise private pilot privileges, holders shall comply with all of the requirements indicated in Article 6 of Commission Delegated Regulation (EU) No 2020/723, and submit the following documents:

- Copy of all pages / parts of the ICAO licence
- Copy of the ICAO medical certificate
- Copy of an identity document
- Proof of payment
- Copy of the last three pages of the flight log

The form DAC-LIC 113-03 must be submitted.

3.1.4 Pilot licences for non-commercial activities without an instrument rating

For the validation of private pilot licences, or CPL and ATPL licences without an instrument rating where the pilot intends only to exercise private pilot privileges, holders shall comply with all of the requirements indicated in Article 7 of Commission Delegated Regulation (EU) 2020/723, and submit the following documents:

- Copy of all pages / parts of the ICAO licence
- Copy of the ICAO medical certificate
- Copy of an identity document
- Proof of payment
- Copy of the last three pages of the flight log

The DAC-LIC 113-04 form must be submitted.

3.1.5 Validation of pilot licences for specific tasks of limited duration.

Notwithstanding the provisions of the Articles above, in the case of manufacturer flights, DAC may accept a licence issued in accordance with Annex 1 to the Chicago Convention by a third country for a maximum of 12 months for specific tasks of limited duration, such as instruction flights for initial entry into service, demonstration, ferry or test flights, provided that the applicant complies with the following requirements:

- (a) holds an appropriate licence and medical certificate and associated ratings or qualifications issued in accordance with Annex 1 to the Chicago Convention;

(b) is employed, directly or indirectly, by an aircraft manufacturer or by an aviation authority.

In this case, the privileges of the holder shall be limited to performing flight instruction and testing for initial issue of type ratings, the supervision of initial line flying by the operators' pilots, delivery or ferry flights, initial line flying, flight demonstrations or test flights, as appropriate to the tasks foreseen under this paragraph.

The following documents have to be submitted:

- Copy of all pages / parts of the ICAO licence
- Copy of the ICAO medical certificate
- Copy of an identity document
- Proof of payment
- Copy of the last three pages of the flight log
- Form DAC-LIC 113-05, signed by the employer

3.1.5.1 Special Authorisation for competition flights or display flights of limited duration

By way of derogation from the articles above, DAC may, for competition flights or display flights of limited duration, validate a licence issued by a third country allowing the holder to exercise the privileges of a PPL as specified in Annex I (Part-FCL) to Commission Regulation (EU) No 1178/2011, a Balloon Pilot Licence (BPL) as specified in Annex III (Part-BFCL) to Regulation (EU) 2018/395 or an Sailplane Pilot Licence (SPL) as specified in Annex III (Part-SFCL) to Implementing Regulation (EU) No 2018/1976, provided that all of the following requirements are complied with:

(a) prior to the event, the organiser of the competition or display flights provides the DAC with adequate evidence on how it will ensure that the pilot will be familiarised with the relevant safety information and manage any risk associated with the flights;


(b) the applicant holds an appropriate licence and medical certificate and associated ratings or qualifications issued in accordance with Annex 1 to the Chicago Convention.

This request must reach the Licensing Department of the DAC at least 14 days before the date of the competition or event. Acceptance by the DAC will be communicated by official letter.

3.1.5.2 Acceptation of a PPL, SPL or BPL for specific non-commercial tasks

By way of derogation from the provisions of the articles above, DAC may validate a PPL, BPL or SPL issued in compliance with the requirements of Annex 1 to the Chicago Convention by a third country for a maximum of 28 days per calendar year for specific non-commercial tasks, provided that the applicant complies with all of the following requirements:

(a) holds an appropriate licence and medical certificate and associated ratings or qualifications issued in accordance with Annex 1 to the Chicago Convention;

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(b) has completed at least one acclimatisation flight with a qualified instructor prior to carrying out the specific tasks of limited duration.

In order to obtain this authorization, the pilot is invited to submit to the DAC a written request accompanied by copies of the license and medical certificate, as well as the report of the familiarization flight described above.

This request must reach the Licensing Department of the DAC at least 14 days before the start of the activity. Acceptance by the DAC will be communicated by official letter.

4 Conversions

Before issuing a conversion, the DAC will contact the Authority having issued the ICAO license, to ensure its authenticity and its compliance with ICAO Annex 1. This verification of authenticity takes the form of an email to the issuing country with the request to confirm the content and authenticity of the license.

4.1 CONVERSION OF LICENCES

4.1.1 Conversion of airplane, helicopter, balloon or glider licences for non-commercial activities

In accordance with Article 9 of Commission Delegated Regulation (EU) No 2020/723 mentioned above, DAC may convert an equivalent licence, or a CPL or ATPL for the relevant aircraft category into a PPL in accordance with Annex I (Part-FCL) to Commission Regulation (EU) No 1178/2011 with a single-pilot class or type rating, a BPL in accordance with Annex III (Part-BFCL) to Regulation (EU) 2018/395 or an SPL in accordance with Annex III (Part-SFCL) to Implementing Regulation (EU) 2018/1976, where the original licence is issued in compliance with the requirements of Annex 1 to the Chicago Convention by a third country.


The license holder must fulfil the requirements indicated in Article 9 of Commission Delegated Regulation (EU) No 2020/723, and submit the following documents:

- Copy of all pages / parts of the ICAO licence
- Copy of the Part-MED medical certificate
- Copy of an identity document
- Proof of payment
- Copy of the last three pages of the flight log

The form DAC-LIC 113-06 must be used.

4.1.2 Conversion of licences for commercial activities

In accordance with Article 3(b) and (c) of Commission Delegated Regulation (EU) No 2020/723, DAC may issue equivalent licences to applicants who already hold an equivalent licence,

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rating, privilege or certificate issued in accordance with Annex 1 to the Chicago Convention by a third country, provided that those applicants comply with the conversion requirements of the above-mentioned Regulation. Credit may be given based on a recommendation from an approved training organisation or a declared training organisation;

Holders of an ICAO ATPL may be given full credits as regards the requirements to undergo a training course prior to undertaking the theoretical knowledge examinations and the skill test, provided that those holders have completed the experience requirements for the issue of an ATPL in the relevant aircraft category as set out in Subpart F of Annex I to Commission Regulation (EU) No 1178/2011 and provided that the third country licence contains a valid type rating for the aircraft to be used for the ATPL skill test.

Applicants are invited to submit their results from theoretical and practical examinations carried out in an EASA Member State, as well as the following documents:

- Copy of all pages / parts of the ICAO licence
- Copy of Part-MED medical certificate
- Copy of an identity document
- Proof of payment
- Copy of the last three pages of the flight log
- ATO recommendation and evidence of training, if applicable

The DAC-LIC 113-08 form must be used.

4.1.3 Conversion of Instructor certificates


Instructor certificates endorsed on licences issued in accordance with ICAO Annex I may be converted if the pilot provides evidence of a bridge course covering the differences between the ICAO and Part-FCL / BFCL / SFCL prerequisites for instructors.

This bridge course shall be completed in an ATO certified by an EASA Member State. An outline of the course must be submitted to DAC, and formally approved, before the course may commence.

Applicants must hold a valid Luxembourgish Part-FCL, -BFCL or -SFCL licence, or apply for conversion simultaneously.

4.1.4 Conversion of ULM licences and parachutist licences

The licenses and / or foreign qualifications of private ULM pilots and parachutists may be converted into Luxembourg licenses in accordance with the provisions of article 7 of the Règlement grand-ducal modifié réglementant les licences et qualifications du personnel de conduite des aéronefs, respectively article 6 of the Règlement grand-ducal du 4 juillet 1990 réglementant les licences et qualifications des parachutistes.

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Copies of the following documents must be attached to the request to participate in the theoretical examination as described below:

- valid license;
- ICAO or Part-MED medical certificate;
- the last 3 pages of the logbook;
- an identity document.

Foreign instructor qualifications may not be converted. However, exceptionally and upon reasoned request by an approved school, DAC may authorize a holder of a valid foreign instructor license or qualification, to instruct on aircraft registered in the Grand Duchy of Luxembourg, respectively for Luxembourgish parachutist licences, within the framework of the approved school.

The approval for these training activities will only be temporary and may not exceed the duration of 12 months.

4.1.4.1 Theoretical knowledge requirements

The license and ratings to be converted must be valid at the time of the conversion request.

4.1.3.1.1 ULM

For ULM licenses, a written “multiple choice” theoretical examination of the subject “Air Law” is required.

If the pilot has previously flown in an aviation environment that is considerably different from that in Europe, particularly with regard to the fundamental differences on the meteorological level, a “Meteorology” examination is also required.

The minimum percentage required to pass is 70% in each subject.

4.1.3.1.2 Parachutists

For parachutist licenses, the complete parachutist theoretical examination is required.


The minimum percentage required to pass is 70%.

4.1.4.2 Flight examination requirements

A skill test is required for all applicants for a Luxembourgish license.

For ULM licenses, this shall be completed with an approved examiner, after the successful completion of the theoretical part, and following a written request from the applicant to the DAC Licensing Department.

For parachutists, the certificate of the practical test, signed by a certified instructor, holder of a Luxembourgish license, must be submitted to the Licensing Department.

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4.2 ACCEPTANCE OF CLASS AND TYPE RATINGS

In accordance with Article 9 of Commission Delegated Regulation (EU) No 2020/723, a valid class or type rating contained in a licence issued by a third country may be inserted in a licence issued in accordance with Annex I (Part-FCL) to Commission Regulation (EU) No 1178/2011, provided that the applicant:

- (a) complies with the experience requirements and the prerequisites for the issue of the applicable type or class rating in accordance with Part-FCL;
- (b) passes the relevant skill test for the issue of the applicable type or class rating in accordance with Part-FCL;
- (c) is in current flying practice;
- (d) has no less than:
 - (i) for aeroplane class ratings, 100 hours of flight experience as a pilot in that class;
 - (ii) for aeroplane type ratings, 500 hours of flight experience as a pilot in that type;
 - (iii) for single-engine helicopters with a maximum certificated take-off mass of up to 3 175 kg, 100 hours of flight experience as a pilot in that type;
 - (iv) for all other helicopters, 350 hours of flight experience as a pilot in that type.

The DAC-LIC 113-07 form has to be used, and the following additional documents must be submitted:

- Copy of all pages / parts of the ICAO licence
- Double-sided copy of the EASA license
- Copy of Part-MED medical certificate
- Copy of ID
- Proof of payment
- Copy of the last three pages of the logbook

4.3 CONVERSION OF AN FAA PILOT CERTIFICATE IN ACCORDANCE WITH ANNEX 3 OF THE AGREEMENT BETWEEN THE USA AND THE EU ON COOPERATION IN THE REGULATION OF CIVIL AVIATION SAFETY (BASA),

In accordance with the Technical Implementation Procedures of the above-mentioned agreement, a holder of an FAA Pilot certificate with the appropriate endorsements may obtain a Part-FCL PPL with a single-engine piston (SEP) land airplanes rating, a multi-engine piston (MEP) land airplanes rating, an instrument rating and/or a night rating.

The FAA certificate holder needs to be current in accordance with applicable FAA regulations when the conversion process is initiated.

Upon receiving an application from an FAA certificate holder, the DAC will request and receive a license confirmation from the FAA to ensure that the FAA certificate is authentic, valid, and that there is no certificate action, including the surrender, suspension, revocation or expiration of the certificate.

4.3.1 Requirements for FAA certificate holders

4.3.1.1 Currency

The pilots holding an FAA certificate that are already residing in an EU Member State before the applicability of Annex 3 of the BASA, shall prove their currency by a self-declaration that is contained in the application form.

All other pilots holding an FAA certificate with PPL(A)/IR(A) whose ratings were issued after the applicability of Annex 3 must prove their currency through means of the self-declaration and through the FAA issued verification letter. The DAC shall deem the ratings current only in the following cases:

- for the instrument and multi-engine ratings: if the initial FAA rating has been issued within the last 12 months.

- for the single-engine rating: if the initial FAA rating has been issued within the last 24 months.

In this case, the FAA verification letter will include the initial rating issue dates for licenses and ratings issued after the applicability of Annex 3

4.3.1.2 Medical certificate

The applicant's FAA medical certificate must be current, and a valid EU medical certificate is required.

4.3.1.3 Language Proficiency

The applicant must demonstrate or provide evidence that he/she has acquired language proficiency in accordance with FCL.055 unless the applicant holds an 'English proficient' endorsement on his/her FAA pilot certificate. The 'English proficient' endorsement is deemed to be equal to English language proficiency level 4 according to Part-FCL. The validity period for English language proficiency level 4 will start from the date of the last documented flight review.

If the applicant wishes to have English language proficiency level 5 or 6 endorsed on his/her license under Part-FCL, he/she needs to follow the method of language assessment established by the DAC in accordance with FCL.055 (Please refer to Procedure DAC-LIC 203).

4.3.1.4 Theoretical knowledge

The applicant must demonstrate to the examiner before the skill test that he/she has acquired an adequate level of theoretical knowledge of 'Air law' and 'Communication' at the private pilot level.

4.3.1.5 Skill Test

The applicant must pass the skill test in accordance with the requirements of Commission Regulation EU No 1178/2011 with a Part-FCL flight examiner (FE(A)).

Before the skill test is taken, the applicant must have passed the demonstration of required theoretical knowledge as described above; completed the relevant flight training, if applicable; and fulfilled the relevant experience requirements as stated in the TIP-L. The records of training and experience, including a pilot logbook, must be made available to the examiner.

The applicant must complete the skill test on the same class of airplane (i.e., SEP land or MEP land) for which he/she is seeking for a class rating.

If the applicant already holds a privilege to act as a pilot on a SEP land airplane on his/her FAA certificate and he/she applies for both the multiengine and SEP land class ratings, the skill test on MEP land airplane also covers the skill test on SEP land airplane.

4.3.1.6 Single-Pilot Multi-engine Piston Class Rating (MEP Land)

The applicant for a single-pilot MEP land class rating shall hold class privileges in airplane multi-engine land (MEL) on his/her FAA certificate.

The applicant must provide evidence that he/she has acquired the minimum training and flight experience on MEP land airplanes as required in Part- FCL Subpart H.

The training and flight experience may be completed either in the FAA system or in the EU Part-FCL system or in combination of both. The applicant shall provide evidence of the training and experience on the respective application form.

The prior training and flight experience of the applicant will be credited in accordance with point (d) of paragraph 2.2.6. of the TIP-L.

The Part-FCL single-pilot MEP class rating may be issued at the same time with the Part-FCL pilot license in accordance with the license conversion process as described above, or the rating may be added to an existing Part-FCL license, provided that the applicable requirements are fulfilled.

4.3.1.7 Night rating

The absence of a night flying limitation on an FAA pilot certificate means that the FAA has found the person qualified to operate an aircraft during the time between the end of evening civil twilight and the beginning of morning civil twilight, as published in the Air Almanac, converted to local time

The Part-FCL night rating may be issued at the same time with the Part-FCL pilot license in accordance with the license conversion process described above, or the rating may be added to an existing Part-FCL license, provided that the applicable requirements are fulfilled.

The applicant for the Part-FCL night rating must have fulfilled at least 5 hours of flight time in the airplane category at night, including:

- (i) At least 3 hours of dual instruction, and
- (ii) At least 1 hour of cross-country navigation with at least one dual cross-country flight of at least 50 km (27 NM) and 5 solo take-offs and 5 solo full-stop landings.

The flight training and experience may be completed either in the FAA system or in the EU Part-FCL system or in combination of both. The applicant will provide evidence of the training and experience on the respective application form.

The applicant, who has not fulfilled the training and flight experience requirements as stated above in the FAA system, will complete the missing training at the DTO or ATO in accordance with Part-FCL.

4.3.1.8 Instrument rating

The applicant must demonstrate theoretical knowledge of 'Air law' and 'Flight planning and monitoring' and 'Communication' at the instrument rating level.

If the applicant has a minimum experience of at least 50 hours of flight time under Instrument Flight Rules (IFR) as PIC on airplanes, he/she will demonstrate to the examiner before the assessment of instrument flying skills that he/she has acquired an adequate level of the required theoretical knowledge. The demonstration will be completed according to paragraph 2.1.5 and Appendix 2 to Section B of the TIP-L.

In all other cases, the demonstration of the level of theoretical knowledge will be completed by written examination under the responsibility of an Authority of an EASA Member state.

The written examination referred above will be completed in accordance with point (d) of paragraph 2.4.4. of the TIP-L.

If the applicant is applying for both private pilot license and instrument rating according to Annex 3, he/she needs to demonstrate the level of theoretical knowledge for both private pilot license and instrument rating.

The applicant must pass the skill test with a qualified Part-FCL IRE (A) according to Appendix 7 and, if necessary Appendix 9 to Part-FCL.

Before the skill test is taken, the applicant must have demonstrated an adequate level of required theoretical knowledge; completed the relevant flight training, if applicable; and fulfilled the relevant experience requirements as stated in the TIP-L. The records of training and experience, including a pilot logbook, will be made available to the examiner.

For an IR(A) for MEP land airplane, the applicant must complete the skill test in a MEP airplane. For an instrument rating for SEP land airplane, the applicant must complete the skill test in a SEP aircraft. If the applicant already holds class privileges in airplane SEP and MEP land on his/her FAA certificate and he/she applies for the Part-FCL instrument rating for both the MEP land and SEP land airplanes, a successful skill test in a MEP land airplane will also meet the requirements for the skill test on SEP land airplanes.

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If the applicant is applying for both private pilot license and instrument rating according to Annex 3, the skill test may be combined, as long as all the requested items will be completed.

The applicant for an instrument rating for single-pilot MEP land airplanes must hold a Part-FCL MEP land class rating or be issued a Part-FCL MEP land class rating in accordance with Annex 3.

In addition to other requirements, the applicant must provide evidence that he/she has acquired the minimum instrument training on multi-engine airplanes to meet the requirements of Appendix 6 to Part-FCL. The training may be replaced by similar instrument flight experience as PIC on single-pilot MEP airplanes, as specified below.

The training and flight experience may be completed either in the FAA system or in the EU Part-FCL system or in combination of both. The applicant will provide evidence of the training and experience on the respective application form.

The applicant who has not fulfilled the flight experience requirements in the FAA system will complete the missing training at an ATO approved to do so in accordance with Commission Regulation (EU) No 1178/2011.

The applicant for an instrument rating for single-pilot single-engine or single-pilot multi-engine land airplanes does not need to complete acclimatization flying, if he/she has:

- (i) Prior experience of at least 50 hours of flight time under IFR as PIC on airplanes gained after initial issue of the IR(A); or
- (ii) Prior experience of at least 10 hours of flight time under IFR as PIC on airplanes in any of the EU Member States or any European State that participates in EASA, gained after initial issue of the IR(A).

The instrument flight time on airplanes, during which a pilot has been piloting an aircraft solely by reference to instruments and without external reference points, gained after initial issue of the IR, will be credited towards the flight time under IFR requirements by having the pilot log the time spent under an IFR clearance in his/her logbook and certifying this with their signature.

When applicable, the acclimatization flying will be completed as follows:

- (i) The flying exercises will be based on the modular IR(A) flying training syllabus established in Appendix 6 Section A to Part-FCL.
- (ii) The amount of flying exercises needed to reach the level of proficiency as prescribed in Appendix 7 and Appendix 9 to Part-FCL necessary to safely operate the aircraft will be decided by an ATO.

The acclimatization flying will be completed within an ATO before the skill test is taken.

4.3.1.9 Documents to be submitted:

Form DAC-LIC 113-09, with all applicable documents as listed.

