

# IR 1178/2011 amdt 245/2014 & amdt 445/2015

Novità rilevanti riportate dagli amdt 245/2014 e amdt 445/2015 e con impatto significativo sulle attività delle ATO

# Esercizio Licenze “over 60”

## FCL.065 amdt 445/2015

<p>(a)</p> <p>Età 60-64 solo attività multicrew per commerciali, voli</p>	<p>(b)</p> <p>Età 65 nessun attività commerciale</p>	<p>(c)</p> <p>Età 70 nessun attività commerciale per i possessori di “BPL” e “SPL” su queste categorie</p>
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# FCL.210.A PPL(A) Experience and Crediting

1178 Applicants for a PPL(A) shall have completed at least 45 hours of flight instruction in aeroplanes, 5 of which may have been completed in an FSTD, including at least:

Amdt 445 Applicants for a PPL(A) shall have completed at least 45 hours of flight instruction in aeroplanes or TMGs, 5 of which may have been completed in an FSTD, including at least:

delta E' stata aggiunta la possibilità di completare l'addestramento per l'ottenimento del PPL anche utilizzando il TMG

# FCL.315.A CPL(A)

Questo nuovo articolo è stato aggiunto per il  
“upset prevention and recovery training”

- Amdt 445

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

- Riferimento ICAO DOC 10011 ed. 2014

# FCL.410.A MPL(A)

Questo articolo è stato variato per il “upset prevention and recovery training”

- Amdt 445

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

- Riferimento ICAO DOC 10011 ed. 2014

# FCL.610 IR Prerequisites and Crediting

**1178** Applicants for an IR shall:

- (a) hold:
  - (i) the privileges to fly at night in accordance with FCL.810; or...
  - (b) 50hrs....PIC in aeroplanes, helicopters....etc

**Amdt 245** Applicants for an IR shall:

- (a) hold:
  - (i) the privileges to fly at night in accordance with FCL.810, if the IR privileges will be used at night;
  - b) 50hrs....PIC in aeroplanes, TMG helicopters....etc

**delta** E' prevista la possibilità di completare l'addestramento per un "IR restricted".  
Il TMG è introdotto come esperienza ai fini del conseguimento IR

# FCL.725 Requirements for the issue of class and type rating

- Per “single pilot” su aeromobili classificati “high performance aeroplanes” il numero delle domande “multiple choice” per l’esame scritto passa da 60 a 100
- *Amdt 245/2014*

# FCL.725 Requirements for the issue of class and type ratings

A questo articolo è stato aggiunto il paragrafo che riguarda “upset prevention and recovery training”

- Amdt 445

(c) Multi-pilot aeroplanes. The training course for the issue of a multi-pilot aeroplane type rating shall include theoretical knowledge and flight instruction in upset prevention and recovery.’

- Riferimento ICAO DOC 10011 ed. 2014



# FCL.740.A Revalidation of class and type ratings aeroplanes

A questo articolo è stato aggiunto il paragrafo 4 che consente di utilizzare l'esperienza di SEP land e SEP sea in modo combinato rinnovando entrambi le classi.

- Amdt 445

(4)..... complete the requirements of (1)(ii) in either class or a combination thereof, and achieve the fulfilment of these requirements for both ratings. At least 1 hour of required PIC time and 6 of the required 12 take-offs and landings shall be completed in each class.'

# FCL.905.CRI CRI Privileges and conditions

A questo articolo è stato aggiunto il paragrafo che consente al “CRI” di istruire anche per l’estensione della “LAPL” ad altre classi o varianti di aeromobile

‘(3) extension of LAPL(A) privileges to another class or variant of aeroplane.’

- Amdt 445/2015

# FCL.945 Obligations for instructors

Questo nuovo articolo è stato aggiunto per consentire agli istruttori specificamente autorizzati dalla Competent Authority a trascrivere sulla licenza la prossima data di scadenza dell'abilitazione SEP o TMG. Non vuol dire che sostituisce l'examiner, piuttosto che il check come previsto dalla FCL.740.A (b)(1) può essere fatto in qualunque momento nel corso degli ultimi 3 mesi.

Upon completion of the training flight for the revalidation of an SEP or TMG class rating in accordance with FCL.740.A (b)(1) and only in the event of fulfilment of all the other revalidation criteria required by FCL.740.A (b)(1) the instructor shall endorse the applicant's licence with the new expiry date of the rating or certificate, if specifically authorised for that purpose by the competent authority responsible for the applicant's licence.'

- Amdt 445/2015

# FCL.1005 Limitation of privileges in case of vested interests

1178

:Examiners 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 flight instruction for the licence, rating or certificate for which the skill test or assessment of competence is being taken; or

Amdt 245

(Examiners 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 25 % of the required flight instruction for the licence, rating or certificate for which the skill test or assessment of competence is being taken; or'

delta

Si introduce la possibilità di per gli esaminatori di svolgere un esame anche a coloro ai quali hanno impartito lezioni di volo ed addestramento. Purchè questo addestramento non superi il 25% del totale dell'addestramento al quale questo allievo è stato sottoposto

# FCL.1005.FE FE — Privileges and conditions

E' stato aggiunto al paragrafo (a) il punto 5 estendendo i privilegi del "FE"

5) proficiency checks for the revalidation and renewal of EIRs, provided that the FE has completed at least 1 500 hours as a pilot on aeroplanes and complies with the requirements in FCL.1010.IRE(a)(2).

- Amdt 245/2014

# FCL.1005.FE FE — Privileges and conditions

E' stato aggiunto al paragrafo (d) il punto 4 estendendo i privilegi del "FE(S)"

(4) skill tests and proficiency checks for the cloud flying rating, provided that the examiner has completed at least 200 hours of flight time as pilot on sailplanes or powered sailplanes, including at least 5 hours or 25 flights of flight instruction for the cloud flying rating or at least 10 hours of flight instruction for the EIR or IR(A)'

- Amdt 245/2014

# FCL.1005.CRE CRE — Privileges

Amdt 245/2014 e Amdt 445/2015 estendono i privilegi del CRE al rinnovo e ripristino dell'EIR, ed allo "skill test" per estensione delle LAPL ad altri "class" or "variant"

(3) revalidation and renewal of EIRs, provided that the CRE has completed at least 1 500 hours as a pilot on aeroplanes and complies with the requirements in FCL.1010.IRE(a)(2)

(c) skill tests for the extension of LAPL(A) privileges to another class or variant of aeroplane.

## Training courses for the issue of a CPL and an ATPL

### 1178 FLYING TRAINING EXPERIENCE

(d) 6 hours of flight time shall be completed in a multi-engine aeroplane.

### Amdt 245 FLYING TRAINING EXPERIENCE

(d) 6 hours of flight time shall be completed in a multi-engine aeroplane, if a multi-engine aeroplane is used for the skill test.'

**delta** E' introdotto e codificato un importante chiarimento che in qualche modo sembra abbia prodotto fraintendimenti



## Modular training courses for the IR IR(A) Modular flying training course

1178

2. An applicant for a modular IR(A) course shall be the holder of a PPL(A) or a CPL(A), including the privileges to fly at night. An applicant for the Procedural Instrument Flight Module, who does not hold a CPL(A), shall be holder of a Course Completion Certificate for the Basic Instrument Flight Module..

Amdt 245

2. An applicant for a modular IR(A) course shall be the holder of a PPL(A) or a CPL(A). An applicant for the Procedural Instrument Flight Module, who does not hold a CPL(A), shall be holder of a Course Completion Certificate for the Basic Instrument Flight Module.

The ATO shall ensure that the applicant for a multi-engine IR(A) course who has not held a multi-engine aeroplane class or type rating has received the multi-engine training specified in Subpart H prior to commencing the flight training for the IR(A) course.'

delta

La completa sostituzione del capitolo 2 esclude coerentemente con la previsione dell'IR restricted to day flying, cancella la necessità dell'avere il privilegio del "night flying".

Specifica inoltre la necessità di avere un multi engine rating prima di cominciare l'addestramento IR(A)

## Modular training courses for the IR IR(A) Modular flying training course

1178

10.2. The holder of an IR(H) may have the total amount of training required in paragraphs 7 or 8 above reduced by 10 hours

Amdt 245

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delta

Il credito per i possessori di un rating IR(H) che intendano estendere il privilegio all' IR(A) è aumentato in modo significativo

## ANNEX III

# CONDITIONS FOR THE ACCEPTANCE OF LICENCES ISSUED BY OR ON BEHALF OF THIRD COUNTRIES amdt 445/2015

### Validation of pilot licences for specific tasks of limited duration

- Si aggiunge il paragrafo 7 e si rende possibile accettare licenze ICAO per competizioni sportive e manifestazioni aeree
- Si aggiunge il paragrafo 8 che stabilisce il massimo periodo accettabile di validità.

- Para 7
- Member States may, for, competition flights or display flights of limited duration, accept a licence issued by a third country allowing the holder to exercise the privileges of a PPL, SPL or BPL provided: (a) prior to the event, the organiser of the competition or display flights provides the competent authority 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;

### Para 8

- Member States may accept a PPL, SPL or BPL 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...(b) has completed at least one acclimatisation flight with a qualified instructor prior to carrying out the specific tasks of limited duration.

# FCL.915.IRI Prerequisites

1178

An applicant for an IRI certificate shall:

(a) for an IRI(A):

(1) have completed at least 800 hours of flight time under IFR, of which at least 400 hours shall be in aeroplanes; and

(2) in the case of applicants of an IRI(A) for multi-engine aeroplanes, meet the requirements of paragraph FCL.915.CRI(a)

Amdt 245

An applicant for an IRI certificate shall:

(a) for an IRI(A):

(1) have completed at least 800 hours of flight time under IFR, of which at least 400 hours shall be in aeroplanes; and

(2) in the case of applicants of an IRI(A) for multi-engine aeroplanes, meet the

requirements of paragraph

FCL.915.CRI(a),  
FCL.930.CRI and FCL.935

;

delta

L'aggiunta dei "requirements" ha reso i prerequisites dell'IRI più coerenti con quanto previsto negli altri certificati di istruttore

# ORA.GEN.200 Management system

a(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; a function to monitor compliance of the organisation with the relevant requirements.....

- 1178/2011

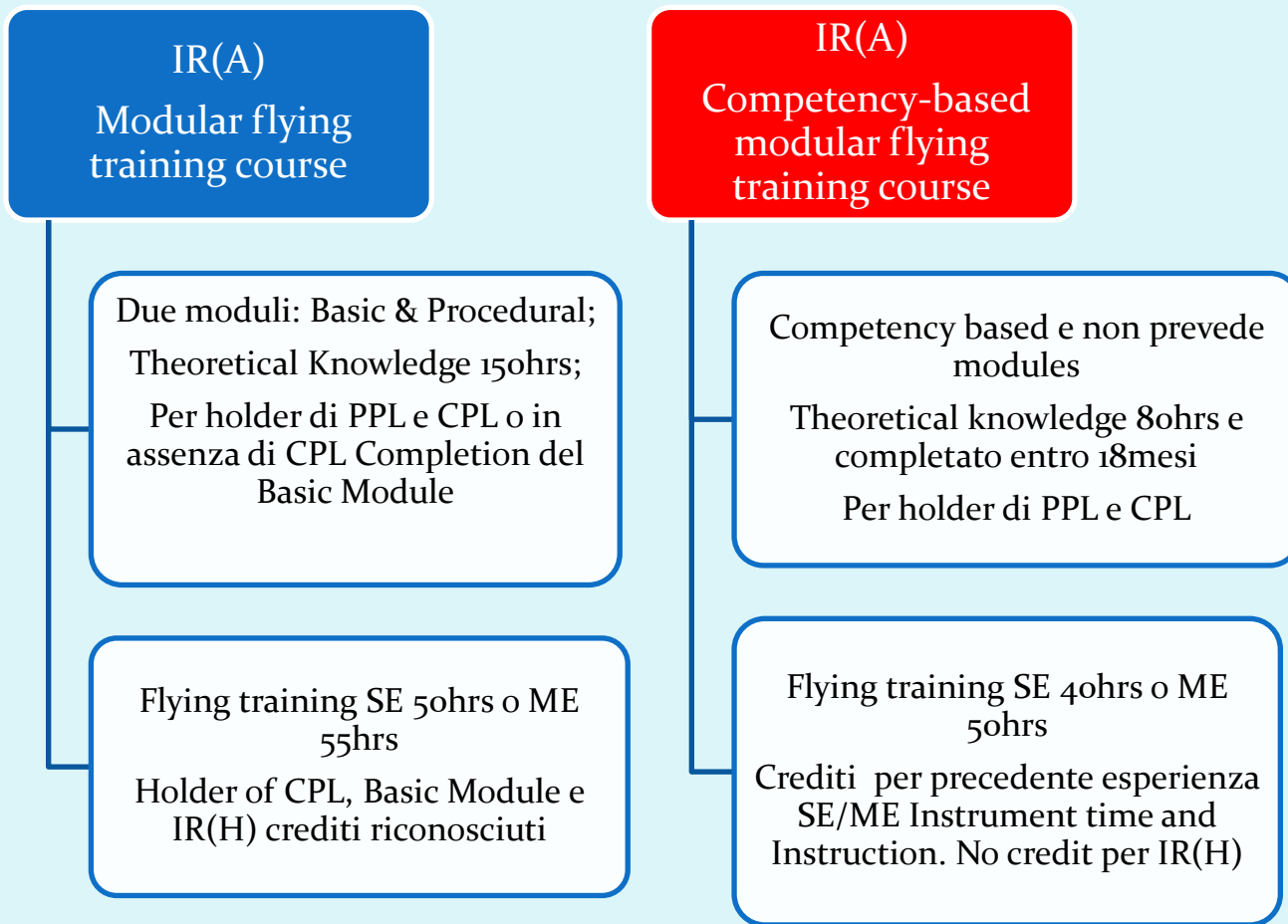
a(3)le ATO che forniscono addestramento solo per LAPL, PPL, SPL or BPL possono effettuare il safety risk management e il compliance monitoring, mediante una revisione organizzativa, da eseguire almeno una volta ogni anno calendariale

- Amdt 245/2015

# IR Competency Training

L'addestramento al volo strumentale adottando la tipologia di addestramento che si basa sul raggiungimento di specifiche competenze relative ad un "Job" assegnato all'addestrando

# Appendix 6 aggiunge un nuovo capitolo –Aa- *amdt 245/2014*



# Appendix 6 Capitolo –Aa-

## IR(A) Modular flying training course

Theoretical Training:  
Air Law,  
— Aircraft General Knowledge — Instrumentation,  
— Flight Performance and Monitoring,  
— Human Performance,  
— Meteorology,  
— Radio Navigation,  
— IFR Communications

Flying training:  
basic instrument flight without external visual cues:  
instrument pattern;  
pre-flight procedures for IFR flights, including the use of the flight manual and appropriate air traffic services documents in the preparation of an IFR flight plan; procedure and manoeuvres for IFR operation under normal, abnormal and emergency conditions covering at least:

## IR(A) Competency-based modular flying training course

Theoretical Training:  
Air Law,  
— Aircraft General Knowledge — Instrumentation,  
— Flight Performance and Monitoring,  
— Human Performance,  
— Meteorology,  
— Radio Navigation,  
— IFR Communications

Flying training  
basic instrument flight without external visual cues:  
instrument pattern;  
pre-flight procedures for IFR flights, including the use of the flight manual and appropriate air traffic services documents in the preparation of an IFR flight plan; procedure and manoeuvres for IFR operation under normal, abnormal and emergency conditions covering at least:



# Appendix 6 Capitolo –Aa-

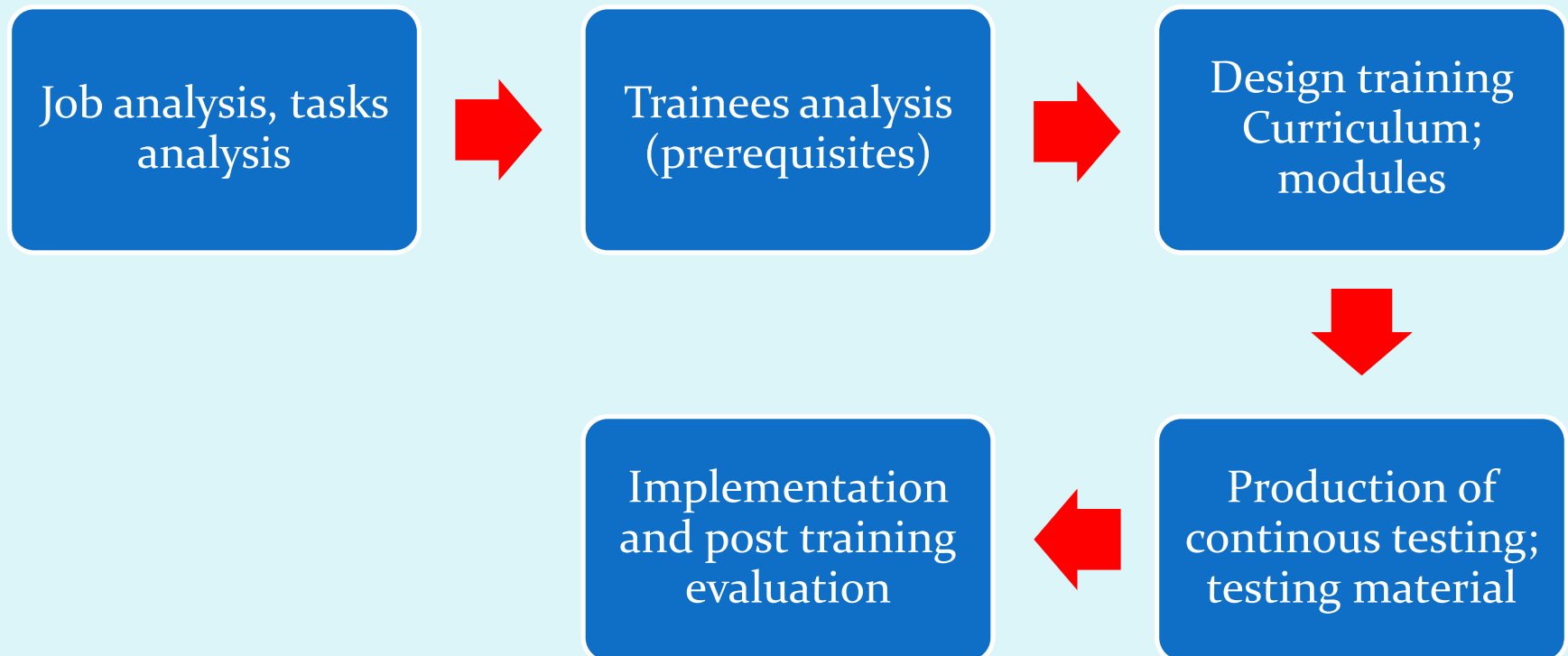
## Competency based approach to training

La individuazione di:  
Competency units e  
elements; Job e task  
analysis;  
Performance  
standards attraverso  
KSA; Identification  
of the population;

La creazione del  
corso stabilendo i  
metodi di  
somministrazione  
del corso con  
attenzione al  
“material-dependent  
training”;

Lo sviluppo di  
metodologie di  
valutazioni  
“criterion-  
referenced” vs  
“norm-referenced ed  
il loro uso costante  
durante il corso

# Appendix 6 Capitolo –Aa- Competency based training



## Appendix 6 Capitolo –Aa- Competency based training

# Competency definizione

### Competency

a combination of skills, knowledge and attitude required to perform a job to the prescribed standard.

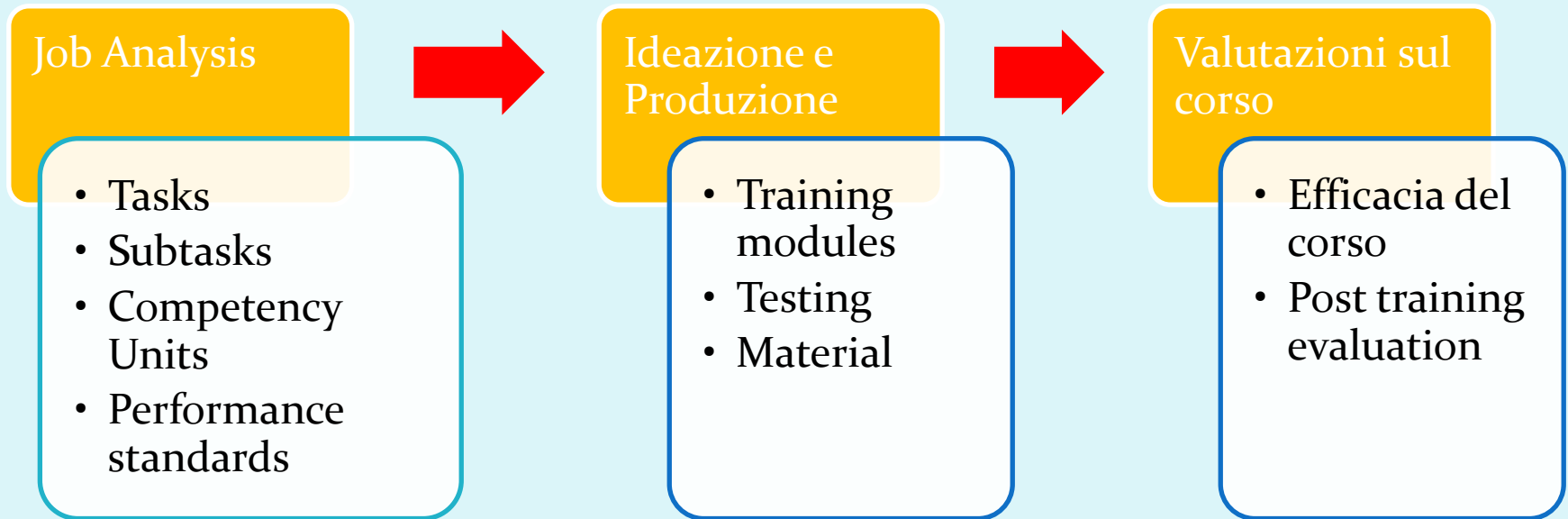
### Competency element

means an action which constitutes a task that has a triggering event and a terminating event that clearly defines its limits, and an observable outcome.

### Competency unit

means a discrete function consisting of a number of competency elements.

# Appendix 6 Capitolo –Aa- Competency based training





**GRAZIE**  
per la Vostra attenzione