Part FCL1

Flight Crew Licensing

This part of Jordanian Civil Aviation Regulations is hereby issued under the authority and provisions of article 12-B of the Civil Aviation Law No. (41) dated 2007, as amended.

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Subpart- A

General Requirements

JCAR FCL 1.001 Definitions and Abbreviations.
(See IEM JCAR-FCL 1.001)

Airplane required to be operated with a co- pilot. A type of airplane that is required to be operated with a co-pilot as specified in the flight manual or by the air operator certificate.
Airmanship. The consistent use of good judgment and well-developed knowledge, skills and attitudes to accomplish flight objectives.

Category (of aircraft). Categorization of aircraft according to specified basic characteristics, e.g. airplane, helicopter, glider, free balloon.

Competency. A combination of skills, knowledge and attitude required to perform a task to the prescribed standard.

Competency element. An action that constitutes a task that has a triggering event and a terminating event that clearly defines its limits, and an observable outcome.

Competency unit.A discrete function consisting of a number of competency elements.

Conversion (of a license) The issue of a JCAR-FCL 1 license on the bases of a license issued by a foreign state.

Co-pilot. ―Co-pilot‖ means a pilot operating other than as pilot-in-command, an aircraft for which more than one pilot is required under the list of types of airplanes (see Appendix 1 toJCAR- FCL 1.220) or the type certification of the aircraft, or the operational regulations under which the flight is conducted, but excluding a pilot who is on board the aircraft for the sole purpose of receiving flight instruction for a license or rating.

Credit. Recognition of alternative means or prior qualifications.

Cross-Country. A flight between a point of departure and a point of arrival following a pre – planned route using standard navigation procedures.

Dual instruction time. Flight time or instrument ground time during which a person is receiving flight instruction from a properly authorized instructor.

Error. An action or inaction by the flight crew that leads to deviations from organizational or flight intentions or expectations.

Error management. The process of detecting and responding to errors with countermeasures that reduce or eliminate the consequences of errors, and mitigate the probability of errors or undesired aircraft states.

Flight Engineer. A Flight Engineer is a person who complies with the requirements in JCAR-FCL (also in section 2).

Flight time. The total time from the moment an aircraft first moves for the purpose of taking off until the moment it finally comes to rest at the end of the flight.

Instrument time. Instrument flight time or instrument ground time.

Instrument flight time. Time during which a pilot is controlling an aircraft in flight solely by reference to instruments.

Instrument ground time. Time during which a pilot is receiving instruction in simulated instrument flight in synthetic training devices (STDs).

Multi-crew co-operation. The functioning of the flight crew as a team of co-operating members led by the pilot command.

Multi-pilot airplanes. Airplanes certificated for operation with a minimum crew of at least two pilots.

Night. The period between the end of evening civil twilight and the beginning of morning civil twilight, or such other period between sunset and sunrise as may be prescribed by the appropriate Authority.

Other training devices. Training aids other than flight simulators, flight training devices or flight and navigation procedures trainers, which provide means for training where a complete flight deck environment is not necessary.

Performance criteria. A simple, evaluative statement on the required outcome of the competency element and a description of the criteria used to judge if the required level of performance has been achieved.

Pilot-in-command under supervision. Co-pilot performing, under the supervision of the pilot-in-command, the duties and functions of a pilot-in-command, provided that the method of supervision employed is acceptable to CARC.

Private pilot. A pilot who holds a license, which prohibits the piloting of aircraft in operations for which remuneration is given.

Professional pilot. A pilot who holds a license, which permits the piloting of aircraft in operations for which remuneration is given.

Proficiency checks. Demonstrations of skill to revalidate or renew ratings, and including such oral examination as the examiner may require.

Rating. An entry in a license stating special conditions, privileges or limitations pertaining to that license.

Renewal (of e.g. a rating or approval). The administrative action taken after a rating or approval has lapsed that renews the privileges of the rating or approval for a further specified period consequent upon the fulfillment of specified requirements.

Revalidation (of e.g. a rating or approval). The administrative action taken within the period of validity of a rating or approval that allows the holder to continue to exercise the privileges of a rating or approval for a further specified period consequent upon the fulfillment of specified requirements.

Route sector. A flight comprising take-off, departure, cruise of not less than 15 minutes, arrival, approach and landing phases.
Single-pilot airplanes. Airplanes certificated for operation by one pilot.

Skill tests. Skill tests are demonstrations of skill for license or rating issue, including such oral examination as the examiner may require.
Solo flight time. Flight time during which a student pilot is the sole occupant of an aircraft.

Student pilot-in-command (SPIC). Flight time during which the flight instructor will only observe the student acting as pilot-in- command and shall not influence or control the flight of the aircraft.

Threat. Events or errors that occur beyond the influence of the flight crew, increase operational complexity and which must be managed to maintain the margin of safety.
Threat management. The process of detecting and responding to the threats with countermeasures that reduce or eliminate the consequences of threats, and mitigate the probability of errors or undesired aircraft states.

Touring Motor Glider (TMG). A motor glider having a certificate of airworthiness issued or accepted by CARC having an integrally mounted, non-retractable engine and a non- retractable propeller plus those listed in Appendix 1 to JCAR-FCL 1.215. It shall be capable of taking off and climbing under its own power according to its flight manual.

Type of aircraft. All aircraft of the same basic design, including all modifications except those modifications which result in a change of handling, flight characteristics or flight crew complement.
(For abbreviations see IEM JCAR-FCL 1.001)

JCAR-FCL 1.005 Applicability for controlled implementation.

(See Appendix 1 to JCAR-FCL 1.005)
(See AMC FCL 1.005 & 1.015)
(See JCAR-FCL 1.010 (a) (4))

(a) General.

(1) The requirements set out in JCAR-FCL 1 shall apply to all arrangements made for training, testing and applications for the issue of licenses, ratings, authorizations, approvals or certificates received by CARC from 1 July 2010.

(2) Whenever licenses, ratings, authorizations, approvals or certificates are mentioned in JCAR-FCL 1, these are meant to be licenses, ratings, authorizations, approvals or certificates issued in accordance with JCAR-FCL 1. In all other cases these documents are specified as foreign licenses.

(3) Whenever a reference is made to ICAO contracting state for the purpose of mutual recognition of licenses, ratings, authorizations, approvals or certificates, this means ICAO contracting state.

(4) All synthetic training devices mentioned in JCAR-FCL substituting an aircraft for training purposes are to be device qualified in accordance with JCAR-STD (A) and user approved in accordance with JCAR-FCL 1 by CARC for the exercises to be conducted.

(5) Reserved.

(6) When a JCAR-FCL 1 license issued on the basis of training performed outside Jordan, the training shall be performed in accordance with JCAR-FCL 1.055(a)(1).

(7) Rating(s) issued on the basis of training performed outside Jordan except training performed according to JCAR-FCL 1.055(a)(1), shall be limited to aircraft registered in the State of license issue.

(b) Transitional Arrangements.

(1) Training commenced prior to 1 July 2010 according to JCAR 61 will be acceptable for the issue of JCAR part 61 licenses or ratings provided that training and testing is completed before 30 June 2012 for the applicable license or rating.

(2) Licenses and ratings, authorizations, approvals or medical certificates issued in accordance with the JCAR part 61 regulations before 1 July 2010 or issued in accordance with paragraph (1) above, shall continue to be valid with the same

privileges, ratings and limitations, if any, provided that after 1 July 2012 all requirements for revalidation or renewal of such licenses or ratings, authorizations, approvals or medical certificates shall be in accordance with the requirements of JCAR-FCL 1, except as specified in sub paragraph (4).

(3) Holders of a license issued in accordance with the JCAR part 61 before 1 July 2010 or in accordance with (b)(1) above, may apply to CARC for the issue of the equivalent license specified in JCAR-FCL 1 (A). For the issue of such licenses, the holder shall meet the requirements set out in Appendix 1 to JCAR-FCL 1.005.

(4) Holders of a license issued in accordance with the JCAR part 61 who do not fully meet the requirements of JCAR-Part Medical shall be permitted to continue to exercise the privileges of the JCAR part 61 license held.

(5)

(i) CARC shall, if applicable:

(A) Include English Language Proficiency endorsement in accordance with JCAR-FCL 1.010(a) (4) in all new and re-issued licenses.(see the Note in JCAR-FCL 1.010(a)(4).

(B) Prior to 1 July 2010, introduce a procedure so that existing licenses have English Language Proficiency endorsement included in accordance with JCAR-FCL 1.075(a)(2)(XIII).

(ii) Holders of licenses prior to 1 July 2010:

Based on existing assessment methods, CARC will make English language proficiency endorsement at level 4 (operational level) for licenses holders with a radiotelephony operator certificate.

(c) Continuation of examiners holding JCAR part 61 authorizations:

Examiners holding JCAR part 61 authorizations prior to 1 July 2010, may be authorized as JCAR-FCL 1 (A) examiner provided that they have demonstrated a knowledge of JCAR-FCL 1 and JCAR-OPS 1 to CARC. The authorization will be for a maximum of (1) year. Thereafter re-authorization will be subject to completion of the requirements set out in JCAR-FCL 1.425 (a) and (b).

JCAR-FCL1.010 Basic authority to act as a flight crewmember.

(See Appendix 1 to JCAR-FCL 1.010)

(See Appendix 2 to JCAR-FCL 1.010) (See AMC No. 1 to JCAR-FCL 1.010)

(a) License and Rating.

(1) A person shall not act as a flight crew member of a civil airplane registered in Jordan unless that person holds a valid license and rating complying with the requirements of JCAR-FCL 1 and appropriate to the duties being performed, or an authorization as set out in JCAR-FCL 1.085 and /or 1.230. The license shall have been issued by :

(i) CARC or.

(ii) Another ICAO Contracting State and rendered valid in accordance with JCAR-FCL 1.015(b) or (c).

(2) Pilots holding JCARs motor gliders licenses/ratings/authorizations are also permitted to operate touring motor gliders under JCARs regulations.

(3) Pilot holding a restricted private pilot‘s license are not permitted to operate Jordanian registered airplane or to operate within the Jordanian air space.

(4) From 1 July 2010, applicants for a license and license holders who are required to use the radio telephone shall demonstrate the ability to speak and understand English language for radiotelephony communications in accordance with Appendix 1 to JCAR-FCL 1.010.The language proficiency required must be at least Operational Level (level 4) of the ICAO Language Proficiency Rating (see Appendix 2 to JCAR-FCL 1.010 and AMC No. 1 to JCAR-FCL 1.010).

Note. These provisions refer to ICAO Annex 10, Volume II, Chapter 5, whereby the language used for radiotelephony communications may be the language normally used by the station on the ground or English. In practice, therefore, there will be situations where by a license holder will only need to speak the language normally used by the station on the ground.

(b) Exercise of privileges. The holder of a license, rating, or authorization shall not exercise privileges other than those granted by that license, rating, or authorization.

(c) Appeals, Enforcement.

(1) CARC may at any time in accordance with JCAR-FCL 1 procedures act on appeals, limit privileges, or suspend or revoke any license, rating, authorization, approval or certificate it has issued in accordance with the requirements of JCAR- FCL 1 if it is established that an applicant or a license holder has not met, or no longer meets, the requirements of JCAR-FCL 1.

(2) Reserved.

JCAR-FCL 1.015 Acceptance of licenses, ratings, authorizations, approvals or certificates.

(See Appendix 1 to JCAR-FCL 1.015)
(See Appendix 2 to JCAR-FCL 1.015)
(See Appendix 3 to JCAR-FCL 1.015) (See AMC to JCAR-FCL 1.005 & 1.015)

(a) Licenses, ratings, authorizations, approvals or certificates issued based on JCARs.

(1) Where a person, an organization or a service has been licensed, issued with rating, authorization, approval or certificate in accordance with the requirements of JCAR-FCL and associated procedures, such licenses ,ratings, authorizations, approvals or certificates will be accepted after the approval of CARC.

(2) Reserved.

(b) Licenses issued by an ICAO contracting states.

(1) A license issued by an ICAO contracting state may be rendered valid at the discretion of CARC for use on aircraft registered in Jordan in accordance with Appendix 1 to JCAR-FCL 1.015.

(2) Validation of a professional pilot license and a private pilot license with instrument rating shall not exceed (6) months from the date of validation, provided that the basic license remains valid.

Any further validation for use on aircraft registered in Jordan is subject to acceptance by CARC. The user of a license validated by CARC shall comply with the requirements stated in JCAR-FCL 1.

(3) The requirements stated in (1) and (2) above shall not apply where aircraft registered in Jordan are leased to a non-Jordanian operator, provided that the non- Jordanian operator has accepted for the period of lease the responsibility for the technical and/or operational supervision in accordance with JCAR-OPS 1.165. The licenses of the flight crews of the non Jordanian operator may be validated at the discretion of CARC, provided that the privileges of the flight crew license validation are restricted for use during the lease period only on nominated aircraft in specified operations not involving a Jordanian operator, directly or indirectly, through a wet lease or other commercial arrangement.

(4) In circumstances where validation of ICAO contracting state licensed pilot is requested to fulfill specific tasks of finite duration in accordance with Appendix 3 to JCAR-FCL

1.015, CARC may validate such a license for those tasks without the holder meeting the requirements of Appendix 1 to JCAR-FCL 1.015.

(c) Conversion of a license issued by an ICAO contracting state.

(1) A professional pilot license and /or IR issued by an ICAO contracting state may be converted to a JCAR-FCL1 license provided that an arrangement exists between CARC and the ICAO contracting state. This arrangement shall be established on the basis of reciprocity of license acceptance and shall ensure that an equivalent level of safety exists between the training and testing requirements of CARC and the ICAO contracting state. Any arrangement entered into will be reviewed periodically, as agreed by the ICAO contracting state and CARC. A license converted according to such arrangement shall have an entry indicating the ICAO contracting state upon which the conversion is based.

(2) A PPL (A), CPL (A) or ATPL (A) issued in accordance with ICAO Annex 1 may be converted to a JCAR-FCL 1 license with a single-pilot airplane class / type ratings by complying with the requirements shown in Appendix 2 to JCAR-FCL 1.015.

(d) Reserved.

JCAR-FCL 1.016 Credit given to a holder of a license issued by an ICAO contracting state.

(a) An applicant for a JCAR-FCL 1 license and IR, if applicable, already holding at least an equivalent license issued in accordance with ICAO Annex 1 by an ICAO contracting state shall meet all the requirements of JCAR-FCL 1, except that the requirements of course duration, number of lessons and specific training hours may be reduced.

(b) The holder of an ATPL(A) issued in accordance with ICAO Annex 1 who meets the (1500) hours flying experience requirements on multi-pilot airplanes as PIC or co-pilot of Appendix 1 to JCAR-FCL 1.015 may be exempted from the requirements to undergo approved training prior to undertaking the theoretical knowledge examinations and the skill test, if that license contains a valid multi-pilot type rating for the airplane to be used for the ATPL(A) skill test.

JCAR-FCL 1.017 Authorizations/Ratings for special purposes.

Authorizations/Ratings for special purposes associated with a license (e.g. IMC flying, towing, aerobatics, dropping of parachutists, etc.) may be established by CARC for use solely within Jordan airspace. The use of such an authorization/rating in another State's airspace requires the prior agreement of the State(s) visited, except where a bilateral agreement exists.

JCAR-FCL 1.020 Credit for military service.

(See Appendix 1 to JCAR-FCL1.005)

Application for credit

Flight crew members served in Jordanian Military forces applying for licenses and ratings specified in JCAR FCL1 shall apply to CARC. The knowledge, experience and skill gained in military service will be credited towards the relevant requirements of JCAR FCL1 licenses and ratings at the discretion of the Commission.

JCAR-FCL1.025 Validity of licenses and ratings.

(See JCAR-FCL 1.010 (a) (4)

(See JCAR-Part Medical)

(a) A license holder shall not exercise the privileges granted by any license or rating issued by CARC unless the holder maintains competency by meeting the relevant requirements of JCAR-FCL 1.

(b) Validity of the license and revalidation of a rating.

(1) The validity of the license is determined by the validity of the ratings contained therein and the medical certificate (see JCAR-Part Medical) and, with reference to the use of radiotelephony in JCAR-FCL 1.010(a)(4), a valid English language proficiency endorsement.

(2) When issuing, revalidating or renewing a rating, CARC may extend the validity period of the rating until the end of the month in which the validity would otherwise expire, that date remains the expiry date of the rating.

(c) The license will be issued for a maximum period of (3) years. Within this period of (3) years the license will be re-issued by CARC:

(1) After initial issue or renewal of a rating.

(2) When paragraph XII in the license is completed and no further spaces remain.

(3) For any administrative reason.

(4) At the discretion of CARC when a rating is revalidated.

Note.
- Valid ratings will be transferred to the new license document by CARC.
- The license holder shall apply to CARC for the re-issue of the license.
- The application shall include the necessary documentation.

JCAR-FCL 1.026 Recent experience for pilots operating in accordance with JCAR- OPS 1.

(a) A pilot shall not operate an airplane carrying passengers as pilot-in-command or co- pilot unless he has carried out at least three take-offs and three landings as pilot flying in an airplane of the same type/class or a level (D) flight simulator of the airplane type/class to be used, in the preceding (90) days; and

(b) he holder of a license that does not include a valid instrument rating (A) shall not act as pilot-in-command of an airplane carrying passengers at night unless during the previous (90) days at least one of the take-offs and landings required by JCAR-FCL 1.026(a) above has been carried out by night.

JCAR-FCL 1.030 Arrangements for testing.

(a) Authorization of examiners. CARC will designate and authorize as examiners, suitably qualified persons of integrity to conduct on its behalf, skill tests and proficiency checks. The minimum qualifications for examiners are set out in JCAR-FCL 1 (A), Subpart I. Examiners‘ responsibilities and privileges will be notified to them individually in writing by CARC.

(b) Number of examiners. CARC will determine the number of examiners it requires, taking into account the size of the air operating certificate holders.

(c) Notification of examiners.

(1) CARC will maintain a list of all examiners it has authorized stating for which roles they are authorized. The list will be made available to the air operator certificate holders.

(2) CARC will designate the examiner for the conduct of the skill test.

(d) Examiners shall not test applicants to whom flight instruction has been given by them for that license or rating except with the expressed consent in writing of CARC.

(e) Pre-requisites for applicants undergoing a skill test. Before a skill test for the issue of a license or rating is taken, the applicant shall have passed the associated theoretical knowledge examination, provided that exceptions may be made by CARC for applicants undergoing a course of integrated flying training. Instruction for the associated theoretical knowledge examination shall always have been completed before such skill tests are taken. Except for ATPL issue, the applicant for a skill test shall be recommended for the test by the organization/person responsible for the training.

JCAR-FCL 1.035 Medical fitness.

(See IEM JCAR-FCL 1.035)

(a) Fitness. The holder of a medical certificate shall be mentally and physically fit to exercise safely the privileges of the applicable license.

(b) Requirement for medical certificate. In order to apply for or to exercise the privileges of a license, the applicant or the holder shall hold a medical certificate issued in accordance with the provisions of JCAR-Part Medical and appropriate to the privileges of the license.

(c) Aero medical disposition. After completion of the examination the applicant shall be advised whether fit, unfit or referred to CARC. The authorized medical examiner (AME) shall inform the applicant of any condition(s) (medical, operational or otherwise) that may restrict flying training and/or the privileges of any license issued.

(d) Operational Multi crew Limitation (OML Class 1 only).

(1) The limitation ‗valid only as or with qualified co-pilot' is to be applied when the holder of a CPL or an ATPL does not fully meet the class 1 medical certificate requirements but is considered to be within the accepted risk of incapacitation (see JCAR-Part Medical, IEM JCAR-FCL 1 a, b and c). This limitation is applied by CARC in the context of a multi-pilot environment. A ‗valid only as or with qualified co-pilot' limitation can only be issued or removed by CARC.

(2) The other pilot shall be qualified on the type, not be over the age of (60), and not be subject to an OML.

(e) Operational Safety Pilot Limitation (OSL Class 2 only). A safety pilot is a pilot who is qualified to act as PIC on the class/type of airplane and carried on board the airplane, which is fitted with dual controls, for the purpose of taking over control should the PIC holding

this specific medical certificate restriction become incapacitated (see IEM JCAR-FCL 1.035). An OSL can only be issued or removed by CARC.

JCAR-FCL 1.040 Decrease in medical fitness.

(See IEM JCAR-Part Medical)

(a) Holders of medical certificates shall not exercise the privileges of their licenses, related ratings or authorizations at any time when they are aware of any decrease in their medical fitness which might render them unable to safely exercise those privileges.

(b) Holders of medical certificates shall not take any prescription or non-prescription medication or drug, or undergo any other treatment, unless they are completely sure that the medication or treatment will not have any adverse effect on their ability to perform safely their duties. If there is any doubt, advice shall be sought from the AMS, an AMC, or an AME. Further advice is given in JCAR-Part Medical(See IEM JCAR-Part Medical).

(c) (Holders of medical certificates shall without undue delay, seek the advice of the AMS, an AMC or an AME when becoming aware of:

(1) Hospital or clinic admission for more than (12) hours; or
(2) Surgical operation or invasive procedure; or
(3) The regular use of medication; or
(4) The need for regular use of correcting lenses.

(d)

(1) Holders of medical certificates who are aware of:
(i) Any significant personal injury involving incapacity to function as a member of a flight crew; or
(ii) Any illness involving incapacity to function as a member of a flight crew throughout a period of (21) days or more; or
(iii) Being pregnant, shall inform CARC or the AME, who shall subsequently inform CARC, in writing of such injury or pregnancy, and as soon as the period of (21) days has elapsed in the case of illness. The medical certificate shall be deemed to be suspended upon the occurrence of such injury or the elapse of such period of illness or the confirmation of the pregnancy.

(2) In the case of injury or illness the suspension shall be lifted upon the holder by the AME in consultation with CARC being medically assessed by the AME or under arrangements made by CARC and being pronounced fit to function as a member of the

flight crew, or upon CARC exempting, subject to such conditions as it thinks appropriate, the holder from the requirement of a medical examination.

(3) In the case of pregnancy, the suspension may be lifted by the AME in consultation with CARC for such period and subject to such conditions as it thinks appropriate (see JCAR-Part Medical) If an AME assesses a pregnant Class 1 pilot as fit Class 1,a multi- pilot (Class 1 ‗OML') limitation shall be entered. The suspension shall cease upon the holder being medically assessed by the AME after the pregnancy has ended and being pronounced fit. Following fit assessment by an AME at the end of pregnancy, the relevant multi-pilot (Class 1 ‗OML') limitation may be removed by the AME, informing CARC.

JCAR-FCL 1.045 Special circumstances.

(a) It is recognized that the provisions of all parts of JCAR-FCL will not cover every possible situation. Where the application of JCAR-FCL 1 would have anomalous consequences, or where the development of new training or testing concepts would not comply with the requirements, an applicant may ask CARC for an exemption. An exemption may be granted only if it can be shown that the exemption will ensure or lead to at least an equivalent level of safety.

(b) Exemptions are divided into short-term exemptions and long-term exemptions (more than 6 months).The granting of exemptions is at the discretion of Chief Commission.

JCAR-FCL 1.050 Crediting of flight time and theoretical knowledge.

(See Appendix 1 to JCAR-FCL 1.050)
(See Appendix 2 to JCAR-FCL 1.050)
(See Appendix 3 to JCAR-FCL 1.050)

(a) Crediting of flight time.

(1) Unless otherwise specified in JCAR-FCL 1, flight time to be credited for a license or rating shall have been flown in the same category of aircraft for which the license or rating is sought.

(2) Pilot-in-command or under instruction.

(i) An applicant for a license or rating is credited in full with all solo, dual instruction or pilot-in-command flight time towards the total flight time required for the license or rating.

(ii) A graduate of an airline transport pilot integrated flying training course is entitled to be credited with up to (50) hours of student pilot-in-command instrument time towards the pilot-in- command time required for the issue of the airline transport pilot license, commercial pilot license and a multi- engine type or class rating.

(iii) A graduate of a CPL/IR integrated flying training course is entitled to be credited with up to (50) hours of the student pilot-in-command instrument time towards the pilot-in- command time required for the issue of a multi- engine type or class rating.

(3) Co-pilot.

(i) The holder of a pilot license, when acting as co-pilot, is entitled to be credited with all of the co-pilot time towards the total flight time required for a higher grade of pilot license.

(ii) The holder of a pilot license, when acting as co-pilot performing under the supervision of the pilot in command the functions and duties of a pilot in command, shall be entitled to be credited in full with this flight time towards the total flight time required for a higher grade of pilot license, provided that the method of supervision is agreed with CARC.

(b) Crediting of theoretical knowledge.

(1) The holder of an IR (H) will be exempted from the theoretical knowledge instruction and examination requirement for an IR (A).

(2) In order to obtain a PPL (A), the holder of a PPL (H), CPL (H) or ATPL (H) shall fulfill the requirements specified in Appendix 1 to JCAR-FCL 1.050.

(3) In order to obtain a CPL (A), the holder of a CPL (H) or ATPL (H) shall fulfill the requirements specified in Appendix 2 to JCAR-FCL 1.050.

(4) In order to obtain an ATPL (A), the holder of an ATPL (H) with an IR rating shall fulfill the requirements specified in Appendix 3 to JCAR-FCL 1.050.

(5) The credits specified in paragraphs (b)(2), (b)(3) and (b)(4) above shall also apply to applicants have passing the theoretical knowledge examination in all subjects required for the issue of the relevant helicopter pilot license, provided they meet the acceptance period in accordance with JCAR-FCL 2.495.

(6) An applicant having passed the theoretical knowledge examination for an ATPL (A) is credited with the theoretical knowledge requirements for PPL (A), CPL (A) and IR (A).

(7) An applicant having passed the theoretical knowledge examination for CPL (A) is credited with the theoretical knowledge requirement for a PPL (A).

(8) An applicant having passed the relevant theoretical knowledge examination for CPL (A) or IR (A) shall be credited with theoretical knowledge requirements as specified in Appendix 4 to JCAR-FCL 1.050.

JCAR-FCL 1.055 Training Organizations.

(See Appendices 1a,1b, 2 ,3 to JCAR-FCL 1.055)

(See Appendix 2 to JCAR-FCL 1.125)

(a)

(1) Flying training organizations (FTOs) wishing to offer training for licenses and associated ratings whose principal place of business and registered office is located in Jordan, will be granted approval by CARC when in compliance with JCAR-FCL 1. Requirements for approval of FTOs are given in Appendix 1(a) to JCAR-FCL 1.055. Part of the training may be performed outside Jordan (see also Appendix 1(b) to JCAR-FCL 1.055).

(2) FTOs wishing to offer training for licenses and associated ratings whose principal place of business and registered office is located outside Jordan, may be granted approval by CARC in respect of any such location:

(i) If an arrangement has been agreed between CARC and the ICAO contracting state Authority in which the FTO has its principal place of business and registered office, providing for the participation of that Authority in the approval process and provide regulatory oversight of the FTO; or

(ii)

(A) Adequate jurisdiction and supervision by CARC can be assured.

(B) The relevant additional requirements of Appendix 1(c) to JCAR-FCL 1.055 are satisfied; and

(C) An approval process in accordance with the administrative procedures accepted by CARC.

(b)

(1) Type rating training organizations (TRTOs) located in Jordan, wishing to offer training for type ratings will be granted approval when in compliance with FCL 1 and the approval will be given by CARC. Requirements for approval of TRTOs are given in Appendix 2 to JCAR-FCL 1.055.

(2) For TRTOs located outside Jordan approval will be granted, when in compliance with JCAR-FCL 1. Requirements for approval of TRTOs are given in Appendix 2 to JCAR-FCL 1.055.

(c) Reserved.

(d) MPL (A) training course. FTOs wishing to offer training for a MPL (A) shall demonstrate to the satisfaction of CARC that the MPL (A) training course provides a level of competency in multi-crew operations at least equivalent to what is currently expected from graduates of the ATP (A) integrated course who have completed type rating training for a multi pilot airplane.

JCAR-FCL 1.060 Limitation of privileges of pilots who have attained their 60th birthday and curtailment of privileges of pilots who are attained their 65th birthday.

CARC having issued pilot licenses, will not permit the holders thereof to act as pilot of an aircraft engaged in international commercial air transport operations if the license holders have attained their 60th birthday or , in the case of operations with more than one pilot , their 65th birthday.

JCAR-FCL 1.065 State of license issue.
Reserved.

JCAR-FCL 1.070 Normal residency.

Normal residency means the place where a person usually lives for at least (185) days in each calendar year because of personal and occupational ties or, in the case of a person with no occupational ties, because of personal ties, which show close links between that person, and the place where she or he is living.

JCAR-FCL 1.075 Format and specifications for flight crew licenses.
(See Appendix 1 to JCAR-FCL 1.075)

The flight crew license issued by CARC in accordance with JCAR-FCL will conform to the following specifications.

(a) Content. The item number shown will always be printed in association with the item heading. A standard JCAR-FCL license format is shown in Appendix 1 to JCAR-FCL 1.075. Items I to XI are the _permanent‘ items and items XII to XIV are the _variable‘ items.

(1) Permanent items.

(i) State authority identification — Hashemite Kingdom of Jordan.

(ii) Title of license.

(iii) Serial number. in Roman and Arabic letters.

(iv) Name of holder in Roman and Arabic alphabet.

(v) Holder‘s address (Reserved). (iva) Date and Place of birth.

(vi) Nationality of holder.

(vii) Signature of holder.

(viii) Chief Executive Officer of Civil Aviation Regulatory. Commission (CARC) Signature.

(ix) Certification of authorization for the privileges granted.

(x) License date of issue.

(xi) Seal or stamp of CARC.

(2) Variable items.

(i) Ratings issuance and renewal. Class, type, instructor, etc with dates of expiry. Radio telephony (R/T) privileges appears on the on the license.

(ii) Remarks .i.e. special endorsements relating to limitations and endorsements for privileges, including endorsements of English language proficiency (see JCAR-FCL1.005(b)(5)).

(iii) Any other details required by CARC.

(iv) Ratings revalidation. Class, type, instructor, Pilot Line Check etc with dates of expiry.

(b) Material and color.

(1) JCAR-FCL license. Gold plastic card will be used for pilot licenses issued in accordance with JCAR-FCL 1.

(2) JCAR-FCL license attachment. White Cartoon material will be used that prevents or readily show any alterations or erasures. Any entries or deletions to the form will be clearly authorized by CARC.

(c) Language. Licenses shall be written in the English and Arabic languages .

JCAR-FCL 1.080 Recording of flight time.

(See IEM JCAR-FCL 1.080)

(a) Details of all flights flown, as a pilot shall be kept in a reliable record in a logbook format acceptable to CARC (see IEM JCAR-FCL 1.080). Details of flights flown under JCAR-OPS 1 may be recorded in an acceptable computerized format maintained by the operator. In this case, an operator shall make the records of all flights operated by the pilot, including differences and familiarization training, available on request to the flight crew member concerned.

(b) The record shall contain the following information:

(1) Personal details Name and address of the holder.

(2) For each flight:

(i) Name of Pilot in command.

(ii) Date (day, month, year) of flight.

(iii) Place and time of departure and arrival (times (UTC) to be block time).

(iv) Type (airplane make, model and variant) and registration of airplane.

(v) SE, ME.

(vi) Total time of flight.

(vii) Accumulated total time of flight.

(3) For each flight simulator or FNPT session:

(i) Type and qualification number of training device.

(ii) Synthetic training device instruction.

(iii) Date (D/M/Y).

(iv) Total time of session.

(v) Accumulated total time.

(4) Pilot function:

(i) Pilot-in-command (including solo, SPIC, PICUS time).

(ii) Co-pilot.

(iii) Dual.

(iv) Flight instructor / Flight examiner.

(v) A remarks column will be provided to give details of specific functions e.g. SPIC, PICUS, 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.

(c) 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 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.

(iii) The holder of an instructor rating may log as pilot in command all flight time during which he acts as an instructor in an airplane.

(iv) The holder of an examiner‘s authorization may log as pilot in command all flight time during which he occupies a pilot‘s seat and acts as an examiner in an airplane.

(v) A co-pilot acting as pilot in command under the supervision of the pilot in command on an airplane on which more than one pilot is required under the type certification of the airplane or as required by JCAR-OPS 1 provided such pilot in command time under supervision (see (c)(5)) is countersigned by the pilot in command.

(vi) 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 (30) minutes, such series of flights may be recorded as a single entry.

(2) Co-pilot flight time. The holder of a pilot license occupying a pilot seat as co pilot may log all flight time as co pilot flight time on an airplane on which more than one pilot is

required under the type certification of the airplane, or the regulations under which the flight is conducted.

(3) Cruise relief co-pilot flight time. A cruise relief co - pilot may log all flight time as co pilot when occupying a pilot‘s seat.

(4) Instruction time. A summary of all time logged by an applicant for a license or rating as flight instruction, Instrument flight instruction, instrument ground time, etc. shall be certified by the Appropriately rated and/or authorized instructor from whom it was received.

(5) PICUS (Pilot-in-command under supervision). Provided that the method of supervision is acceptable to CARC, a co pilot may log as PIC flight time flown as PICUS, when all of the duties and functions of PIC on that flight Were carried out, such that the intervention of the PIC in the interest of safety was not Required.

(d) Presentation of flight time record.

(1) 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 CARC.

(2) A student pilot shall carry his flight time record logbook with him on all solo cross-country flights as evidence of the required instructor authorizations.

Appendix- I to JCAR-FCL 1.005

Minimum requirements for the issue of a JCAR-FCL license / authorization on the basis of JCAR part 61 license / authorization.

(See JCAR-FCL 1.005 (b) (3)), (See AMC JCAR-FCL 1.005 & 1.015) (See AMC JCAR-FCL 1.125),

1. Pilot Licenses.

A pilot license issued by CARC in accordance with JCAR part 61 requirements may be replaced by a JCAR-FCL 1 license subject, where applicable, to conditions. For the replacement of such licenses the holder shall:

(a) For ATPL (A) and CPL(A), complete as a proficiency check, type/class and instrument rating (IR if applicable) revalidation requirements of JCAR-FCL 1.245(b)(1), JCAR-FCL 1.245(c)(1)(i) or 1.245(c)(2) relevant to the privileges of the license held.

(b)

(i) For ATPL(A) and CPL(A) demonstrate to the satisfaction of CARC that a knowledge of the relevant parts of JCAR-OPS 1 and JCAR-FCL 1 (see AMC JCAR-FCL 1.005 & 1.015) has been acquired;

(ii) For PPL (A) only demonstrate to the satisfaction of CARC that knowledge of the relevant parts of CARC requirements (see AMC JCAR-FCL 1.125) has been acquired;

(c) Demonstrate a knowledge of English in accordance with JCAR-FCL 1.200 if IR privileges are held;

(d) Comply with the experience requirements and any further requirements as set out in the table below:

JCAR part 61 license held	Total flying hours experience	Any further CARC requirements	Replacement JCAR-FCL license and conditions (where applicable)	Removal of conditions	
(1)	(2)	(3)	(4)	(5)	
ATPL(A)	>1 500 as PIC on multi-pilot airplanes	None	ATPL(A)	Not applicable	a
ATPL(A)	>1 500 on multi-pilot airplanes	None	as in (c)(4)	as in (c)(5)	b
ATPL(A)	>500 on multi-pilot airplanes	Demonstrate to the satisfaction of CARC a knowledge of flight planning and performance as required by Appendix 1 to JCAR-FCL1.470	ATPL(A), with type rating restricted to co-pilot	Demonstrate ability to act as PIC as required by JCAR-FCL1 Appendix 2 JCAR-FCL1.240	(c)
CPL/IR(A) and passed an ICAO ATPL Theory test	>500 on multi-pilot airplanes, or in Multi pilot operations on single-pilot airplanes JCAR-CS 23 commuter category in accordance with JCAR-OPS 1	(i) Demonstrate to the satisfaction of CARC a knowledge of flight planning and performance as required by Appendix 1 to JCAR-FCL1.470 (ii) Meet remaining requirements of JCAR-FCL1.250(a)(1) & (2)	CPL/IR(A) with JCAR-FCL1 ATPL theory credit	Not applicable	(d)
CPL/IR(A)	>500 on multi-pilot airplanes, or in multi Pilot operations On single-pilot airplanes JCAR-CS 23 commuter category in accordance with JCAR-OPS	(i) to pass an examination for JCAR-FCL 1 ATPL (A) knowledge in Jordan * see text below table (i) Meet remaining requirements of JCAR-FCL1.250(a)(1) & (2)	CPL/IR(A) with JCAR-FCL ATPL theory credit	Not applicable	(e)
CPL/IR(A)	>500 single-pilot airplanes	None	CPL/IR(A) Ratings restricted to single-Pilot airplanes		(f)
CPL/IR(A)	<500 single-pilot airplanes	Demonstrate to the satisfaction of CARC a knowledge of flight planning and flight performance as required by Appendix 1 to JCAR-FCL 1.470	as (4)(f)	Obtain multi-pilot type rating as required by JCAR-FCL1.240	(g)
CPL(A)	>500 single-pilot airplanes	Night qualification, if applicable	CPL(A), with type/class Ratings restricted to single-pilot airplanes		(h)
CPL(A)	<500 single-pilot airplanes	(i) Night qualification, if applicable; (ii) demonstrate to the satisfaction of CARC a performance and planning as required by Appendix to JCAR-FCL 1.470	as (4)(h)		(i)
PPL/IR(A)	≥75 in accordance with IFR	night qualification if night flying privileges are not included in the instrument rating	PPL/IR(A) (the IR restricted to PPL)	demonstrate to CARC a knowledge of flight performance and planning as required by appendix 1 to FCL 1.470	(j)
PPL(A)	≥70 on airplanes	Demonstrate the use of radio navigation aids	PPL(A)		(k)

* CPL holders already holding a type rating for a multi-pilot airplane are not required to have passed an examination for ATPL (A) theoretical knowledge whilst they continue to operate that same airplane type, but will not be given ATPL (A) theory credit for a JCAR-FCL 1

license. If they require another type rating for a different multi-pilot airplane, they must comply with column (3), row (e) (i) of the above table.

2. Instructor Ratings

JCAR Part 61 rating, authorization	Experience	Any further CARC requirements	Replacement JCAR-FCL 1 rating
(1)	(2)	(3)	(4)
FI(A)/IRI(A)/ TRI(A)/CRI(A)	as required under JCAR-FCL 1 (Airplane) for the relevant rating	demonstrate to the satisfaction of CARC a knowledge of the relevant parts of JCAR-FCL (A) and JCAR-OPS 1 as set out in AMC JCAR-FCL 1.005; 1.015	FI(A)/IRI(A)/TRI(A)/CRI(A)

3. SFI Authorization.

JCAR Part 61 authorization held	Experience	Any further CARC requirements	Replacement JCAR FCL 1 authorization
(1)	(2)	(3)	(4)
SFI(A)	>1 500 hrs as pilot of MPA	- Hold or have held a professional pilot license (A) issue by CARC or an ICAO contracting state professional license (A) acceptable to CARC; - Have completed the flight simulator Content of the applicable type-rating course including MCC.	SFI(A)
SFI(A)	3 years recent experience as a SFI acceptable to CARC	Have completed the flight simulator Content of the applicable type rating course including MCC	SFI(A)

This authorization will be for a maximum period of (1) year. Further re-authorization will be subject to completion of the requirements set out in JCAR-FCL 1.415.

4. Instructors on FTD and FNPT I

JCAR Part 61 authorization held	Experience	Replacement JCAR-FCL authorization
(1)	(2)	(4)
Instructors on FTD and / or FNPT1	3 years recent experience as instructors on FTD and / or FNPT 1 acceptable to CARC	Instruction on FTD and / or FNPT 1

Appendix 1 to JCAR-FCL 1 .010

Requirements for proficiency in English languages for radiotelephony communications.
(See JCAR-FCL 1.010 (a)(4))
(See AMC No. 1 to JCAR-FCL 1.010) (See AMC No. 2 to JCAR-FCL 1.010) (See IEM JCAR-FCL 1.010).

1. The English language proficiency requirements are applicable to the use of both phraseologies and plain language.

2. To meet the English language proficiency requirements contained in JCAR-FCL 1.010(a)(4), an applicant for a license or a license holder shall demonstrate, in a manner acceptable to CARC, the ability to:

   (a) Communicate effectively in voice-only (telephone/radiotelephone) and in face-to- face situations;

   (b) Communicate on common, and work-related topics with accuracy and clarity.
   (c) Use appropriate communicative strategies, to exchange messages and to recognize and resolve misunderstandings (e.g. to check, confirm, or clarify information) in a general or work- related context;

   (d) Handle successfully the linguistic challenges presented by a complication or unexpected turn of events that occurs within the context of a routine work situation or communicative task with which they are otherwise familiar; and
   (e) Use a dialect or accent, which is intelligible to the aeronautical community.
3. The English language proficiency shall be formally re-evaluated at intervals determined by CARC. (see AMC No. 2 to JCAR-FCL 1.010 paragraphs 4 and 5)
4. The method of assessment and re-evaluation shall be determined by CARC. (see AMC No. 2 to JCAR-FCL 1.010)
5. A language assessment body offering service on behalf of an Authority of an ICAO contracting state shall be acceptable to CARC. (see AMC No. 2 to JCAR-FCL 1.010)
6. Where the language assessment referred to above meets the requirements stated in Appendix 1 to JCAR-FCL 1.200, it may be used for the purpose of extending the radiotelephony privileges in English in accordance with JCAR-FCL1.200 paragraph (b).

Appendix 2 to FCL 1.010
English Language Proficiency Rating Scale.

(See JCAR-FCL 1.010 (a) (4))
(See AMC No. 1 to JCAR-FCL 1.010) (See AMC No. 2 to JCAR-FCL 1.010) (See IEM JCAR-FCL 1.010)

Operational (Level 4).

Pronunciation	Pronunciation, stress, rhythm, and intonation are influenced by the first language or regional variation But only sometimes interfere with ease of understanding.
Structurer	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	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.
Fluency	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	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.
Interactions	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

Note: The Operational Level (Level 4) is the minimum required proficiency level for radiotelephony communication.

Appendix 1 to JCAR-FCL 1.015
Minimum requirements for the validation of pilot licenses of an ICAO contracting State.

(See JCAR-FCL 1.015)
(See AMC JCAR-FCL1.005 & 1.015)

1. The minimum requirements for the validation of a pilot license of an ICAO contracting State by CARC are specified below.

Pilot licenses for commercial air transportation and other professional activities.

2. A pilot license issued in accordance with ICAO Annex 1 by an ICAO contracting State may be validated subject to conditions by CARC in order to permit flights (other than flight instruction) in airplanes registered in Jordan. The authorization will be for a maximum of (6) month. To validate such licenses, the holder shall :
   (a) Complete, as a skill test, the type or class rating revalidation requirements of JCAR-FCL 1.245 relevant to the privileges of the license held;

(b) Demonstrate to the satisfaction of CARC that a knowledge of the relevant parts of JCAR-OPS 1 and JCAR-FCL 1 (see AMC JCAR-FCL 1.005 & 1.015) has been acquired;
(c) Demonstrate a knowledge of English in accordance with JCAR-FCL 1.200;
(d) Hold a valid JCAR-Part Medical Class 1 medical certificate;
(e) Meet any published additional requirements that CARC deems necessary; and
(f) Comply with the experience requirements set out in column (2) of the following table in relation to the validation conditions specified in column (3):

ICAO License held	**Total flying hours experience**	**Validation conditions**	
(1)	(2)	(3)	
ATPL(A)	>1 500 hours as PIC on multi-pilot airplanes	Commercial air transport in multi-pilot	(a)
ATPL(A) or CPL(A)/IR*	>1 500 hours as PIC or co-pilot on multi-pilot airplanes according to operational requirements	Commercial air transport in multi-pilot	(b)
CPL(A)/IR	>1 000 hours as PIC in commercial air transport since gaining an IR	Commercial air transport in single-pilot	(c)
CPL(A)/IR	>1 000 hours as PIC or as co-pilot in single-pilot airplanes according to operational requirements	Commercial air transport in single-pilot	(d)
CPL(A)	>700 hours in airplanes other than TMGs, including 200 hours in the activity role for which validation is sought, and 50 hours in that role in the last 12 month.	Activities in airplanes other than commercial air transport	(e)

*CPL (A)/IR holders on multi-pilot airplanes shall have demonstrated JCAR-FCL ATPL (A) level knowledge before validation.

Private Pilot Licenses with Instrument Rating.

3. A private pilot license with instrument rating issued in accordance with ICAO Annex 1 by an ICAO contracting states may be validated subject to conditions by CARC in order to permit flights (other than flight instruction) in airplanes registered in Jordan. To validate such licenses, the holder shall:
   (a) Complete, as a skill test, the type/class and instrument rating of Appendix 1 and 2 to JCAR-FCL 1.210 and Appendix 3 to JCAR-FCL 1.240;
   (b) Demonstrate to the satisfaction of CARC in accordance with Subpart J, that a knowledge of Air Law and the Aeronautical Weather codes, subject number 050 10 03 01, as well as the Flight Planning & Performance (IR), subject number 030 00 00 00, Human Performance subject number 040 00 00 00 in accordance with Appendix 1 to JCAR-FCL 1.470 has been acquired;

(c) Demonstrate a knowledge of English in accordance with JCAR-FCL 1.200;
(d) Hold at least a valid JCAR-Part Medical Class 2 medical certificate including hearing requirements in accordance with JCAR-FCL 3 .355(b);
(e) Hold R/T privileges acceptable to CARC,
(f) Comply with the experience requirements set out in column (2) of the following table:

ICAO License held	Total flying hours experience
(1)	(2)
PPL/IR	> 100 hrs PIC instrument flight time

Appendix 2 to FCL 1.015

Conversion of a PPL issued by an ICAO contracting state to a JCAR-FCL 1 PPL.
(See FCL1.015(c) (2))

The minimum requirements for the conversion of a private pilot license issued by an ICAO contracting State to a FCL 1 license are:

(a) The applicant shall hold a license issued in accordance with ICAO Annex 1.
(b) The applicant shall hold at least a JCAR-Part Medical Class 2 medical certificate.
(c) To hold R/T privileges acceptable to CARC.
(d) The applicant shall comply with the flying experience requirements set out in the table below:

ICAO License held	Experience requirement	Any further JCAR-FCL requirements
Current and Valid ICAO PPL	>100 hours as pilot of airplanes	-Pass a written examination in Air Law and Human performance and Limitations -Pass the PPL skill test as set out in Appendix 1 to JCAR-FCL1.130 and 1.135 and Appendix 2 to JCAR-FCL1.135 (c) Fulfill the relevant requirements of Subpart F

Appendix 3 to JCAR FCL 1.015

Validation of pilot licenses of an ICAO contracting state for specific tasks of finite duration.

(See JCAR-FCL 1.015)

(See Appendix 1 to JCAR-FCL 1.015)

Temporary validation / authorization of pilot licenses of an ICAO contracting state for airplane manufacturer's pilots.

1. A pilot license issued in accordance with ICAO Annex 1 by an ICAO contracting state, including an instructor rating or examiner authorization issued by that state may be validated or otherwise authorized subject to conditions, for a maximum of (6) month, by CARC in order to permit flights to demonstrate, operate, ferry or test an airplane registered in Jordan. When validating a license under the provisions of this Appendix, the ICAO contracting state holder may be exempt from the requirements for validation of a JCARs license contained in Appendix 1 to JCAR-FCL 1.015, subject to the following conditions: To be eligible for validation of such a license, the holder shall:
   (a) Possess an appropriate license, medical certificate, type ratings, and qualifications valid in the ICAO contracting state for the duties proposed, and

   (b) Be employed by an airplane manufacturer or a TRTO performing training on behalf of an airplane manufacturer, and
   (c) 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.

2. Whenever conducting or supervising line flying, the pilot shall also be required to meet the relevant requirements of JCAR-OPS 1 as determined by CARC.

Appendix 1 to JCAR-FCL 1.050

Crediting of theoretical knowledge for the issue of a PPL (A) - Bridge instruction and examination requirements.

(See JACR-FCL 1.050 (b) (2))

For the issue of a PPL (A), the holder of a helicopter license shall pass PPL (A) theoretical knowledge examinations (from AMC JCAR-FCL 1.125 Syllabus of theoretical knowledge for the Private Pilot License (A)) in the following topics:

Aircraft General Knowledge; Flight Performance and Planning; Operational Procedures and Principles of Flight.

Appendix 2 to JCAR-FCL 1.050

Crediting of theoretical knowledge for the issue of a CPL (A) - Bridge instruction and examination requirements.

(See JCAR-FCL1.050 (b) (3))

1. An applicant shall have received theoretical knowledge bridge instruction on an approved course at an approved flying training organization (FTO) according to the syllabus subjects and headline topics below (refer to the Theoretical Knowledge Learning Objectives):

021 00 00 00	**Aircraft General Knowledge – Airframe and Systems, Electrics, Power plant, Emergency Equipment**
021 02 00 00	Airframe
021 04 00 00	Landing Gear, Wheels, Tires, Brakes
021 05 00 00	Flight Controls
021 06 00 00	Pneumatics – Pressurization And Air Conditioning
021 10 00 00	Piston Engines
021 11 00 00	Turbine Engines
021 13 00 00	Oxygen Systems

022 00 00 00	**Aircraft General Knowledge – Instrumentation (A)**
022 02 00 00	Measurement of Air Data Parameters
022 06 00 00	Airplane: Automatic Flight Control Systems
022 08 00 00	Trims – Yaw Damper – Flight Envelope Protection
022 12 00 00	Alerting Systems, Proximity Systems
022 13 00 00	Integrated Instruments – Electronic Displays

030 00 00 00	**Flight Performance and Planning**
031 00 00 00	Mass and Balance – Airplanes
031 01 00 00	Purpose of Mass and Balance Considerations
031 02 00 00	Loading
031 04 00 00	Mass and Balance Details of Airplanes
031 05 00 00	Determination of CG Position

032 00 00 00	**Performance – Airplanes**
032 01 00 00	General
032 02 00 00	Performance Class B – Single-Engine Airplanes
032 03 00 00	Performance Class B – Multi-Engine Airplanes
032 04 00 00	Performance Class A – Airplanes Certificated Under CS 25 Only

033 00 00 00	**Flight Planning and Flight Monitoring**
033 03 00 00	Fuel Planning

070 00 00 00	**Operational Procedures - Airplane**
071 01 00 00	General Requirements
071 02 00 00	Special Operational Procedures and Hazards (General Aspects)
080 00 00 00	**Principles of Flight**
081 00 00 00	Principles of Flight – Airplane
081 01 00 00	Subsonic Aerodynamics
081 02 00 00	High Speed Aerodynamics
081 03 00 00	Intentionally Left Blank
081 04 00 00	Stability
081 05 00 00	Control
081 06 00 00	Limitations
081 07 00 00	Propellers
081 08 00 00	Flight Mechanics

2. An applicant shall demonstrate a level of knowledge appropriate to the privileges granted to the holder of a CPL (A) and shall meet the requirements set out in JCAR- FCL 1 (A) Subpart J.

   The applicant shall pass theoretical bridge examinations in the following subjects: Aircraft General Knowledge, Flight Performance and Planning, Operational Procedures and Principles of Flight (Airplane), as follows:

   (a) The examination papers in subjects Flight Performance and Principles of Flight (A) are those defined in FCL 1.470(b).

   (b) The examination papers in subjects Airframe and Systems, Electrics, Power plant, Emergency Equipment, Instrumentation, Mass and Balance, Flight Planning and Flight Monitoring, and Operational Procedures shall cover the bridge topics defined in the syllabus above.

Appendix 3 to JCAR-FCL 1.050

Crediting of theoretical knowledge for the issue of a ATPL (A) - Bridge instruction and examination requirements.
(See JCAR-FCL 1.050 (b) (4))

1. An applicant shall have received theoretical knowledge bridge instruction on an approved course at an approved flying training organization (FTO) according to the syllabus subjects and headline topics below (refer to the Theoretical Knowledge Learning Objectives) :

021 00 00 00	**Aircraft General Knowledge – Airframe and Systems, Electrics, Power plant, Emergency Equipment**
021 02 00 00	Airframe
021 04 00 00	Landing Gear, Wheels, Tires, Brakes
021 05 00 00	Flight Controls
021 06 00 00	Pneumatics – Pressurization And Air Conditioning
021 09 00 00	Electrics
021 10 00 00	Piston Engines
021 11 00 00	Turbine Engines
021 13 00 00	Oxygen Systems

022 00 00 00	**Aircraft General Knowledge – Instrumentation (A)**
022 02 00 00	Measurement of Air Data Parameters
022 06 00 00	Airplane: Automatic Flight Control Systems
022 08 00 00	Trims – Yaw Damper – Flight Envelope Protection
022 09 00 00	Auto throttle – Automatic Thrust Control System
022 12 00 00	Alerting Systems, Proximity Systems
022 13 00 00	Integrated Instruments – Electronic Displays

030 00 00 00	**Flight Performance and Planning**
031 00 00 00	Mass and Balance – Airplanes
031 01 00 00	Purpose of Mass and Balance Considerations
031 02 00 00	Loading
031 04 00 00	Mass and Balance Details of Airplanes
031 05 00 00	Determination of CG Position

032 00 00 00	**Performance – Airplanes**
032 01 00 00	General
032 02 00 00	Performance Class B – Single-Engine Airplanes
032 03 00 00	Performance Class B – Multi-Engine Airplanes
032 04 00 00	Performance Class A – Airplanes Certificated Under JCAR-CS 25 Only

033 00 00 00	**Flight Planning and Flight Monitoring**
033 03 00 00	Fuel Planning

070 00 00 00	**Operational Procedures - Airplane**
071 01 00 00	General Requirements
071 02 00 00	Special Operational Procedures and Hazards (General Aspects)

00 00 00	**Principles of Flight**
081 00 00 00	Principles of Flight – Airplane
081 01 00 00	Subsonic Aerodynamics
081 02 00 00	High Speed Aerodynamics
081 03 00 00	Intentionally Left Blank
081 04 00 00	Stability
081 05 00 00	Control
081 06 00 00	Limitations
081 07 00 00	Propellers
081 08 00 00	Flight Mechanics

2. An applicant shall demonstrate a level of knowledge appropriate to the privileges granted to the holder of an ATPL(A) and shall meet the requirements set out in JCAR- FCL 1 (A) Subpart J.

   The applicant shall pass theoretical bridge examinations in the following subjects: Aircraft General Knowledge, Flight Performance and Planning, Operational Procedures and Principles of Flight (Airplane), as follows:

   (a) The examination papers in subjects Flight Performance and Principles of Flight (A) are those defined in JCAR-FCL 1.470 (a).

   (b) The examination papers in subjects Airframe and Systems, Electrics, Power plant, Emergency Equipment, Instrumentation, Mass and Balance, Flight Planning and Flight Monitoring, and Operational Procedures shall cover the bridge topics defined in the syllabus above.

Appendix 4 to JCAR-FCL 1.050

Crediting of theoretical knowledge requirements for the issue of a CPL (A), an IR (A) or an ATPL (A)

(See JCAR-FCL 1.050 (b) (8))

1. An applicant for an IR (A) having passed the relevant theoretical examinations for a CPL(A) is credited towards the theoretical knowledge requirements in the following subjects:
   - Human Performance and Limitations.
   - Meteorology.

2. An applicant for a CPL(A) having passed the relevant theoretical examinations for an IR(A) is credited towards the theoretical knowledge requirements in the following subjects:
   - Human Performance and Limitations.
   - Meteorology.

3. An applicant for an ATPL (A) having passed the relevant theoretical examination for a CPL(A) is credited towards the theoretical knowledge requirements in subject VFR Communications.

4. An applicant for an ATPL (A) having passed the relevant theoretical examination for an IR (A) is credited towards the theoretical knowledge requirements in subject IFR Communications.

Appendix 1(a) to JCAR-FCL 1.055
Flying Training Organizations for pilot licenses and ratings.

(See JCAR-FCL 1.055)

5. (See IEM No. 1 to JCAR-FCL 1.055) (See IEM No. 2 to JCAR-FCL 1.055) (See IEM No. 3 to JCAR-FCL 1.055) (See AMC JCAR-FCL 1.261(c) (2))

Introduction.

1. A Flying Training Organization (FTO) is an organization staffed, equipped and operated in a suitable environment offering flying training, and/or synthetic flight instruction and/or theoretical knowledge instruction for specific training programs.
2. An FTO wishing to offer approved training to meet JCAR-FCL 1 requirements shall obtain the approval of CARC. No such approval will be granted by CARC unless:
   (a) CARC can enforce the JCAR-FCL 1 requirements; and
   (b) The FTO meets all requirements of JCAR-FCL 1.

   This Appendix gives the requirements for the issue, revalidation and variation of the approval of a FTO. A FTO needs only to meet the requirements to the instruction it is providing.

Obtaining Approval.

3. A FTO seeking approval shall provide to CARC such operations and training manuals as required by paragraph 31. A FTO shall establish procedures acceptable to CARC to ensure compliance with all relevant JCAR-FCL 1 requirements. The procedures shall include a quality system (see AMC to JCAR-FCL 1.055 and IEM No. 1 to JCAR-FCL 1.055) within the FTO to readily detect any deficiencies for self-remedial action. After consideration of the application, the FTO will be inspected to ensure that it meets the requirements set out in this Appendix. Subject to satisfactory inspection, approval of the FTO will be granted for a period of (2) year, revalidation of the approval may be granted for further periods of (2) years. CARC is not obliged to grant an approval for a FTO outside Jordan if the personnel resources are not available or the cost of processing the application for approval and inspections puts undue burden on CARC.

4. All training courses shall be approved (see IEM to JCAR-FCL 1.055 (to be developed)).
5. CARC will monitor course standards and will sample training flights with students. During such visits, access shall be given by the FTO to training records, authorization sheets, technical logs, lectures, study notes and briefings and any other relevant material. A copy of the report on a visit to a FTO will be made available by CARC to that FTO.

6. Approval will be varied, suspended or revoked by CARC if any of the approval requirements or standards ceases to be maintained to the minimum approved level.
7. If a FTO wishes to make changes to an approved course or to its operations or training manual the approval of CARC shall be obtained before the changes are implemented. FTOs need not to advise CARC of minor changes in day-to-day operations. Where any doubt exists as to whether a proposed change is minor, CARC shall be consulted.
8. A FTO may make training arrangements with other training organizations or make use of alternative base aerodromes as part of its overall training organization, subject to the approval of CARC.

Financial Resources

9.

(a) A FTO shall satisfy CARC that sufficient funding is available to conduct training to the approved standards (see IEM No. 2 to JCAR-FCL 1.055).

(b) A FTO shall nominate a person acceptable to CARC who shall satisfy CARC that sufficient funding is available to conduct training to the approved standard. Such person shall be known as the accountable manager.

Management and Staffing.

10. The management structure shall ensure supervision of all grades of staff by persons having the experience and qualities necessary to ensure the maintenance of high standards. Details of the management structure, indicating individual responsibilities, shall be included in the FTO‘s Operations Manual.

11. The FTO shall satisfy CARC that an adequate number of qualified, competent staff is employed. For integrated courses, (3) persons on the staff shall be employed full time in the following positions:

(a) Head of Training (HT)
(b) Chief Flying Instructor (CFI)
(c) Chief of ground Instructor (CGI)

For modular training courses, these positions may be combined and filled by one or two persons, full time or part time, depending upon the scope of training offered. At least one person on the staff must be full time. At FTOs conducting theoretical knowledge instruction

only, the positions of HT and CGI may be combined. The nominated person shall have a sound managerial capability and shall meet the requirements set out in paragraph 19 below.

12. The number of part time instructors in relation to the scope of training offered shall be acceptable to CARC.

13. The ratio of all students to flight instructors, excluding the HT, shall not normally exceed 6:1. Class numbers in ground subjects shall not exceed (18) students with an area not less than 1.4 square meter for each student.

Head of Training (HT).

14. The HT shall have overall responsibility for ensuring satisfactory integration of flying training, synthetic flight training and theoretical knowledge instruction, and for supervising the progress of individual students. The HT shall have had extensive experience in training as a flight instructor for professional pilot licenses and possess a sound managerial capability. The HT shall hold or have held in the three years prior to first appointment as a HT, a professional pilot license and rating(s) issued in accordance with ICAO Annex 1, related to the flying training courses conducted.

Chief Flying Instructor (CFI).

15. The CFI shall be responsible for the supervision of flight and synthetic flight instructors and for the standardization of all flight instruction and synthetic flight instruction. The CFI shall:
    (a) Hold the highest professional pilot license related to the flying training courses conducted;
    (b) Hold the rating(s) related to the flying training courses conducted;
    (c) Hold a flight instructor rating for at least one of the types of airplane used on the course; and
    (d) Have completed (1000) hours pilot in command flight time of which a minimum of (500) hours shall be on flying instructional duties related to the flying courses conducted of which (200) hours may be instrument ground time

Instructors, Other Than Synthetic Flight Instructors.

16. Instructors shall hold:
    (a) A professional pilot license and rating(s) related to the flying training courses they are appointed to conduct;
    (b) An instructor rating relevant to the part of the course being conducted e.g. instrument rating instructor, flight instructor, type/class rating instructor, as appropriate; or
    (c) An authorization from CARC to conduct specific training in a FTO. (see JCAR- FCL 1.300)

17. The maximum flying hours, maximum flying duty hours and minimum rest time between instructional duties of instructor shall be acceptable to CARC.

Instructors for Synthetic Flight Training.

18. For flight training duties on a FTD and a FNPT I, instructors shall hold or have held (3) years prior to the first appointment, a professional pilot license and rating(s), except for instructors having an authorization according to item 3 and / or 4 of Appendix 1 to JCAR-FCL 1.005, appropriate to the training courses they are appointed to conduct, and have had instructional training experience. For flight training duties on a flight simulator and/or FNPT II, instructors shall hold a FI (A), IRI (A), TRI (A) or CRI (A) rating or a SFI (A) or STI (A) or MCCI (A) authorization relevant to the course the instructor is conducting.

Chief Ground Instructor (CGI).

19. The CGI shall be responsible for the supervision of all ground instructors and for the standardization of all theoretical knowledge instruction. The CGI shall have a practical background in aviation and have undergone a course of training in instructional techniques or have had extensive previous experience in giving theoretical knowledge instruction.

Theoretical Knowledge Instructors.

20. Theoretical Knowledge Instructors in license and ratings examination subjects shall have appropriate experience in aviation and shall, before appointment, give proof of their competency by giving a test lecture based on material they have developed for the subjects they are to teach.

Records.

21. A FTO shall maintain and retain the following records for a period of at least (5) years, using appropriate administrative staff:
    (a) Details of ground, flying, and simulated flight training given to individual students;
    (b) Detailed and regular progress reports from instructors including assessments, and regular progress flight tests and ground examinations; and
    (c) Personal information, e.g. expiry dates of medical certificates, ratings, etc.

22. The format of the student training records shall be specified in the Training Manual.
23. The FTO shall submit training records and reports as required by CARC.

Training Program.

24. A training program shall be developed for each type of course offered. This program shall include a breakdown of flying and theoretical knowledge instruction in a week-by- week or phase presentation, a list of standard exercises and a syllabus summary. In particular, synthetic flight training and theoretical knowledge instruction shall be phased in such a manner as to ensure that students shall be able to apply to flying exercises the knowledge gained on the ground. Arrangements should be made so that problems encountered in instruction can be resolved during subsequent training. The content and sequence of the training program shall be acceptable to CARC.

Training Airplanes.

25. An adequate fleet of training airplanes appropriate to the courses of training shall be provided. Each airplane shall be fitted with duplicated primary flight controls for use by the instructor and the student. Swing-over flight controls shall not be acceptable. The fleet shall include, as appropriate to the courses of training, airplane(s) suitable for demonstrating stalling and spin avoidance and airplane(s) suitably equipped to simulate instrument meteorological conditions and suitably equipped for the instrument flight training required.

26. Only airplanes approved by CARC for training purposes shall be used.

Aerodromes.

27. The base aerodrome, and any alternative base aerodrome, at which flying training is being conducted shall have at least the following facilities:

(a) At least one runway or take-off area that allows training airplanes to make a normal take-off or landing at the maximum take-off or maximum landing mass authorized, as appropriate,
  (i) Under calm wind (not more than 4 knots) conditions and temperatures equal to the mean high temperature for the hottest month of the year in the operating area,
  (ii) Clearing all obstacles in the take-off flight path by at least 50 feet,
  (iii) With the power plant operation and the landing gear and flap operation (if applicable) recommended by the manufacturer, and
  (iv) With a smooth transition from lift-off to the best rate of climb speed without exceptional piloting skills or techniques;

(b) A wind direction indicator that is visible at ground level from the ends of each runway;

(c) Adequate runway electrical lighting if used for night training; and

(d) An air traffic control service except where, with the approval of CARC, the training requirements may be satisfied safely by another means of air/ground communications.

Flight Operations Accommodation.

28. The following accommodation shall be available:

(a) An operations room with facilities to control flying operations.

(b) A flight planning room with the following facilities:
- Appropriate current maps and charts.
- Current AIS information.
- Current meteorological information.
- Communications to ATC and the operations room.
- Maps showing standard cross-country routes.
- Maps showing current prohibited, danger and restricted areas.
- Any other flight safety related material.

(c) Adequate briefing rooms/cubicles of sufficient size and number.

(d) Suitable offices for the supervisory staff and room(s) to allow flying instructors to write reports on students, complete records, etc.

(e) Furnished crew-room(s) for instructors and students.

Theoretical Knowledge Instruction Facilities.

29. The following facilities for theoretical knowledge instruction shall be available:

(a) Adequate classroom accommodation for the current student population.

(b) Suitable demonstration equipment to support the theoretical knowledge instruction.
(c) An R/T training and testing facility.
(d) A reference library containing publications giving coverage of the syllabus.
(e) Offices for the instructional staff.

Requirements for Entry to Training.

30. A student accepted for training shall possess the appropriate medical certificate for the license required in accordance with JCAR-Part Medical, and shall meet entrance requirements set by the FTO as approved by CARC.

Training Manual and Operations Manual.

31. A FTO shall prepare and maintain a Training Manual and Operations Manual containing information and instructions to enable staff to perform their duties and to give guidance to students on how to comply with course requirements.

A FTO shall make available to staff and, where appropriate, to students the information contained in the Training Manual, the operations Manual and the FTO‘s approval documentation. The amendment procedure shall be stated and amendments properly controlled.

32. The Training Manuals shall state the standards, objectives and training goals for each phase of training that the students are required to comply with and shall include the following:
Part 1 - The Training Plan.
Part 2 - Briefing and Air Exercises.
Part 3 - Synthetic Flight Training.
Part 4 - Theoretical Knowledge Instruction.

For further guidance, see IEM No. 3 to JCAR-FCL 1.055.

33. The Operations Manual shall provide relevant information to particular groups of staff, e.g. FIs, synthetic flight instructors, ground instructors, operations and maintenance staff, etc., and shall include the following:
(a) General.
(b) Technical.
(c) Route.
(d) Staff Training.

For further guidance, see IEM No. 3 to JCAR-FCL 1.055.

Appendix 1(b) to JCAR-FCL 1.055 Partial Training outside Jordan. (See JCAR-FCL 1.055 (a) (1))

FTOs partly training outside Jordan may perform training according to the following:

(a) Provided the requirements set out in this Appendix are met, approval may be granted. Provided that CARC considers proper supervision to be possible, training will be confined to all or part of the ATP integrated course (see Appendix 1 to JCAR-FCL 1.300).

(b) The navigation progress test in Phase (3) of the ATP integrated course may be conducted by a locally based flight instructor not connected with the applicant‘s training, provided that the instructor holds a JCAR-FCL 1 license or authorization containing FI(A) or CRI(A) privileges, as appropriate On completion of the required training, the skill test for a CPL(A) in Phase (4) of the ATP course may be taken with a locally based Flight Examiner (A) (FE(A)), provided that the examiner is authorized in accordance with JCAR-FCL1 Subpart I and completely independent from the relevant FTO except with the express consent in writing of CARC.

(c) The skill test for the instrument rating is to be taken in Jordan at the discretion of CARC. A FTO providing approved training for the instrument rating outside Jordan will need to make arrangement for the approved course to include acclimatization flying in Jordan prior to any student taking the instrument rating skill test.

(d) Training for ATPL theoretical knowledge may be given at an FTO conducting approved training outside Jordan. The theoretical knowledge examinations for license or rating issue shall be conducted by CARC (see JCAR-FCL 1.485). The arrangements for testing (see JCAR-FCL 1.030) shall be carefully considered in regard to their training outside Jordan.

(e) Instruction may only be given under the direct control of a CFI (A) or nominated deputy holding a JCAR-FCL 1 license and instructor rating as set out in paragraph 16 of Appendix 1a to JCAR-FCL 1.055, who is to be present when training is given outside Jordan.

Appendix 1(c) to JCAR-FCL 1.055

Additional Requirements for training In FTOs whose principal place of business and registered offices are located outside Jordan.
(See JCAR-FCL 1.055 (a) (2)

(See Appendix 1 to JCAR-FCL 1.300)

Approval Process.

1. FTOs whose principal place of business and registered office are located outside Jordan wishing to train for JCAR-FCL 1 licenses and associated ratings shall apply for approval of such courses to CARC. Approval will be subject to the following:
   (a) The FTO shall meet the requirements of Appendix 1 (a) to JCAR-FCL 1.055 and any additional requirements of this Appendix; and
   (b) CARC considers it possible to discharge its regulatory responsibilities for the approval process and an adequate level of supervision as required by the agreed procedures. The cost and process of approval and supervision shall not put undue burden on the resources of CARC; and

   (c) CARC can ensure adequate jurisdiction over the FTO during the approval process and the conduct of subsequent training courses ; and

   (d) The civil Aviation Authority of the ICAO contracting state in which the FTO has its principal place of business and registered office may assist CARC in the approval process and provide oversight of training courses subject to an arrangement being agreed between CARC and that ICAO contracting state.
2. Subject to satisfactory inspection, the approval of the FTO will be granted for a period of (1) year, revalidation of the approval may be granted for further periods of (1) year.

Jurisdiction

3. In the context of approval of FTOs located outside Jordan, the term ‗adequate jurisdiction' shall mean that CARC shall be able to:

   (a) Conduct initial and routine inspections of the FTO located in that ICAO contracting state to ensure compliance with the requirements of JCAR-FCL 1; and
   (b) Conduct flight tests and other standardization checks as deemed necessary by CARC; and

   (c) Discharge its legal responsibilities for the granting, variation, suspension or revocation of approvals in accordance with the applicable Jordan Civil Aviation Law.

   CARC may, subject to an arrangement between CARC and the ICAO contracting state Authority in which the FTO has its principal place of business and registered office,

delegate responsibility for the provisions of paragraph (3) (a) above to that ICAO contracting state Authority.

FTOS Training For Professional Licenses and Ratings.

4. Provided that the requirements set out in this Appendix are met, approval may be granted if CARC considers adequate supervision in accordance with JCARs to be possible.

5. The skill test for the Instrument Rating shall be conducted in Jordan. FTOs shall make arrangement for the approved course to include acclimatization flying within Jordan prior to any student taking the instrument rating skill test with an examiner authorized by CARC.

6. The navigation progress test in phase 3 of ATP(A) integrated course may be conducted by a locally based FI (A) approved by CARC and not connected with the applicant is training, provided that the instructor holds a JCAR-FCL 1 license or license validation in accordance with JCAR-FCL1 containing FI (A) privileges, as appropriate. On completion of the required training, the skill test for the CPL(A) in Phase 4 of the ATP integrated course may be taken with a locally-based FE(A) designated and authorized by CARC, provided that the examiner is authorized in accordance with JCAR-FCL 1 Subpart I and completely independent from the FTO except with the expressed consent in writing of CARC.

FTOS Training For the PPL (A) and Associated Ratings Only.

7. Provided that the requirements of this Appendix are met, approval to conduct courses for the JCAR-FCL 1 PPL (A) and associated ratings may be granted if CARC considers adequate supervision in accordance with JCARs to be possible.

8. Training airplanes, airfields and navigation training routes used for PPL training shall be acceptable to CARC.
9. On completion of the required training, a locally based FE (A) authorized by CARC provided that the examiner has taken no part in the student‘s flight instruction may take the PPL (A) skill test.

10. The training and operations manuals required by Appendix 1(a) to JCAR-FCL 1.055 may for FTOs conducting training for the PPL (A) and associated ratings only, are combined and contain only those references relevant to training for the PPL (A).

Theoretical Knowledge.

11. Training for theoretical knowledge may be given at a FTO conducting approved training outside Jordan. The theoretical knowledge examinations for license or rating issue shall be conducted by CARC (see JCAR-FCL 1.485).

Appendix 2 to JCAR-FCL 1.055

Type Rating Training Organizations for the issue of type ratings only to pilot license holders or associated instructor ratings/authorizations for TRI,SFI or MCCI.

(See JCAR-FCL 1.055)

(See JCAR-FCL 1.261(c) & (d) for approval of courses) (See IEM No. 1 to JCAR-FCL 1.055) (See IEM No. 2 to JCAR-FCL 1.055) (See IEM No. 3 to JCAR-FCL 1.055) (See AMC JCAR-FCL 1.261(c) (2))

Introduction.

1. A Type Rating Training Organization (TRTO) is an organization staffed, equipped and operated in a suitable environment offering type rating training, and/or MCC-training, and/or synthetic flight instruction (STD) and, if applicable, theoretical instruction for specific training programs.
2. TRTO wishing to offer approved training to meet JCAR-FCL 1 requirements shall obtain the approval of CARC. No such approval will be granted by CARC unless:
   (a) CARC can enforce the JCAR-FCL 1 requirements;
   (b) The TRTO meets all requirements of JCAR-FCL 1.
   This Appendix gives the requirements for the issue, revalidation and variation of the approval of a TRTO.

Obtaining Approval.

3. A TRTO seeking approval shall provide to CARC operations and training manuals, including quality systems, and descriptions of its training schemes as required by paragraph 17 and 25 through 27. After consideration of the application, the TRTO will be inspected to ensure that it meets the requirements set out in this Appendix. Subject to satisfactory inspection, approval of the TRTO will be granted for a period of (2) year, revalidation of the approval may be granted for a further period of (2) years (see AMC TO JCAR-FCL 1.055 and IEM No. 1 to JCAR-FCL 1.055). CARC is not obliged to grant an approval for a TRTO outside Jordan if the personnel resources are not available or the cost of processing the application for approval and inspections puts undue burden on CARC.

4. All training courses shall be approved (see IEM to JCAR-FCL 1.055 to be developed).

5. Approval will be varied, suspended or revoked by CARC if any of the approval requirements or standards ceases to be maintained to the minimum approved level.

6. If a TRTO wishes to make changes to an approved course or to its operations or training manual the approval of CARC shall be obtained before the changes are implemented. TRTOs need not to advise CARC of minor changes in day-to-day operations. Where any doubt exists as to whether a proposed change is minor, CARC shall be consulted.

7. A TRTO may make training arrangements with other training organizations or make use of alternative base aerodromes as part of its overall training organization, subject to the approval of CARC.

Financial Resources

8.

(a) A TRTO shall satisfy CARC that sufficient funding is available to conduct training to the approved standards (see IEM No. 2 to JCAR-FCL 1.055).

(b) A TRTO shall nominate a person acceptable to CARC who shall satisfy CARC that sufficient funding is available to conduct training to the approved standard. Such person shall be known as the accountable manager.

Inspection.

9. In addition to the initial inspection, CARC will make certain inspections to determine the TRTO‘s compliance with JCARs and the approval.

10. During such visits, access shall be given by the TRTO to training records, authorization sheets, technical logs, lectures, study notes and briefings and any other relevant material. A copy of any report on a visit to a TRTO will be made available to that TRTO.

Management and Staffing

11. The management structure shall ensure supervision of all grades of staff by persons having the experience and qualities necessary to ensure the maintenance of high standards. Details of the management structure, indicating individual responsibilities, shall be included in the TRTO‘s Operations Manual.

12. A Head of Training (HT) acceptable to CARC shall be nominated. The HT‘s responsibilities shall include ensuring that the TRTO complies with JCAR-FCL 1 requirements. This person is ultimately directly responsible to CARC.

13. The TRTO shall have adequate personnel necessary to accomplish the training objectives. The duties of each instructor shall be identified and documented.

Type Rating Instructor.

14. Type Rating Instructors (TRI) shall hold:
    (a) A professional pilot license and rating(s) related to the flying training courses they are appointed to conduct;
    (b) A type rating instructor rating for the airplanes used on the course(s); or

    (c) An authorization from CARC to conduct specific training in a TRTO. (see JCAR- FCL 1 1.300)

Instructors for Synthetic Flight Training.

15. For flight training duties on a FTD, instructors shall have instructional experience appropriate to the training courses they are appointed to conduct and hold or have held (3) years prior to the first appointment, a professional pilot license, except for instructors having an authorization according to item 3 and/or 4 of Appendix 1 to JCAR-FCL 1.005. For multi-pilot type rating and/or MCC flight training on a flight simulator and/or FTD and/or FNPT II, instructors shall hold a TRI rating or a SFI authorization.

Theoretical Knowledge Instruction.

16. The theoretical knowledge instruction shall be conducted by an authorized instructor holding the appropriate type/class rating or any instructor having appropriate experience in aviation and knowledge of the aircraft concerned, e.g. flight engineer, maintenance engineer, flight operations officer.

Training Standards.

17. The TRTO shall establish a system to ensure that the training centre operations and training are run efficiently and effectively. The quality system shall determine the effectiveness of TRTO policies, procedures, and training.

Records.

18. A TRTO shall maintain the following records and retain for a period of at least (5) years, using appropriate administrative staff; and
    (a) Pilot trainee‘s assessments before and during the course;

(b) Details of theoretical knowledge, flying, and simulated flight training given to individual trainees;
(c) Personal information, (expiry dates of medical certificates, ratings, etc.) related to TRTO‘s personnel.

19. The format of the trainee‘s training records shall be specified in the Training Manual.

20. The TRTO shall submit training records and reports as required by CARC.

Training Program.

21. A training program shall be developed for each type of course offered. This program shall include a breakdown of flying and ground training in a week-by-week or phase presentation, a list of standard exercises and a syllabus summary. In particular, synthetic flight training and theoretical knowledge instruction shall be phased in such a manner as to ensure that trainees shall be able to apply to flying exercises the knowledge gained on the ground. Arrangements should be made so that problems encountered in instruction can be resolved during subsequent flight training.

Training Airplanes.

22. Each airplane must be equipped as required in the training specifications concerning the approved course in which it is used.

Facilities.

23. Suitable training facilities shall be provided.

Requirements for Entry to Training.

24. The TRTOs shall be responsible for ensuring that trainees meet at least the pre-requisite conditions for type rating training as set out in JCAR-FCL1.250.

Training Manual and Operations Manual.

25. A TRTO shall provide and maintain a Training Manual and Operations Manual containing information and instructions to enable staff to perform their duties and to give guidance to trainees on how to comply with course requirements. A TRTO shall make available to staff

and, where appropriate, to trainees the information contained in the Training Manual, the Operations Manual and the TRTO‘s approval documentation. The amendment procedure shall be stated and amendments properly controlled.

26. The Training Manual shall state the standards, objectives and training goal for each phase of training that the trainees are required to comply with, including stating the entry requirements for each course, as applicable. It shall include the following:

Part 1 - The Training Plan.
Part 2 - Briefing and Air Exercises.
Part 3 - Synthetic Flight Training.
Part 4 - Theoretical Knowledge Instruction.
For further guidance, see IEM No. 3 to JCAR-FCL 1.055.

27. The Operations Manual shall provide relevant information to particular groups of staff, e.g. TRIs, synthetic flight instructors, ground instructors, operations and maintenance staff, etc. and shall contain the following:

(a) General.
(b) Technical.
(c) Route.
(d) Staff Training.

For further guidance, see IEM No. 3 to JCAR-FCL 1.055.

Appendix 3 to JCAR-FCL 1.055
Approval of Modular Theoretical Knowledge Distance Learning Courses.(See Appendix 1 to JCAR-FCL 1.130 & 1.135)
(See Appendix 1 to JCAR–FCL 1.160 & 1.165(a)(4)) (See Appendix 1 to JCAR-FCL 1.205)
(See Appendix 1 to JCAR-FCL 1.251)
(See Appendix 1 to JCAR-FCL 1.285) (See AMC FCL 1.055(a))

TRAINING ORGANISATION

1. Classroom accommodation shall be available either at the principal place of registration of the training organization or, subject to the approval of CARC within a suitable facility elsewhere. In either case, both classrooms and all associated teaching facilities shall conform to the requirements for organization approval. Before training commences,

approval will be obtained from CARC to conduct a modular course programme using distance learning.

2. The Head of Training or CGI of an FTO/TRTO undertaking distance learning shall comply with the requirements of Appendix 1a to JCAR-FCL 1.055. All theoretical knowledge instructors shall meet the Requirements of JCAR-FCL 1 and have appropriate qualification or relevant experience which is satisfactory to CARC.
3. FTOs/TRTOs delivering only theoretical knowledge training will be subject to the same approval and audit requirements as are applied to FTOs/TRTOs in accordance with Appendix 1a to JCAR-FCL 1.055.
4. It is open to the approved FTO/TRTO to provide some or all of these courses either on a full time attendance basis, or by distance learning. An element of classroom instruction shall be included in all subjects of modular distance learning courses. The amount of time spent in actual classroom instruction shall be not less than 10% of the total duration of the course.

INSTRUCTORS

5. All instructors shall be fully conversant in the requirements of the distance learning programme, including the quality assurance system. Their initial training shall take place at the principal place of registration; all subsequent training shall be to the same standard as for resident instructors.

Wherever instructors are located, the Quality System shall provide a satisfactory means of monitoring individual performance and adhere to approved training programmes.

TRAINING COURSES

6. Distance Learning will only be approved as a component of a course of theoretical knowledge instruction for the following courses:
   (a) modular courses of theoretical knowledge instruction .
   (b) courses of additional theoretical knowledge for a class or type rating.

Appendix 1to JCAR-FCL 1.060

Variants on Curtailment of privileges of license holders aged 60 years or more.
Reserved.

Appendix 1 to JCAR-FCL 1.075 Specification for flight crew licenses. (See IEM to JCAR-Part Medical)

General.

1. A valid license including a valid medical certificate has always to be carried by the pilot when exercising the privileges of the license.
2. Any medical endorsements (e.g. use of spectacles, etc.) will be entered on the medical certificate (see JCAR-Part Medical and IEM to JCAR-Medical) at the discretion of CARC.

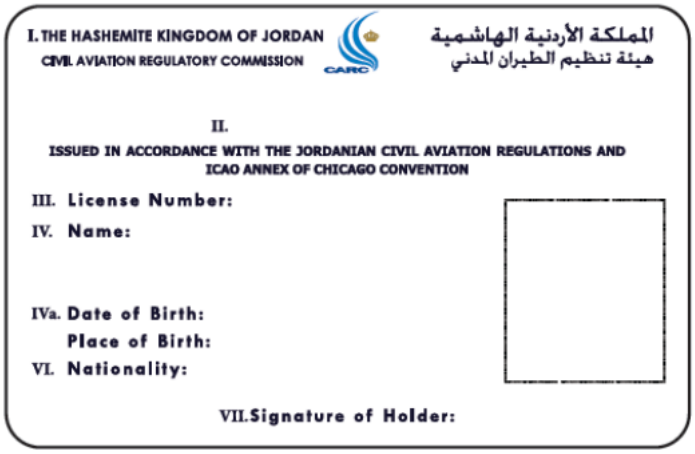
Requirements

3. Abbreviations used will be as used in JCAR–FCL. (e.g. PPL (H), ATPL (A), etc.)
4. Standard date format is to be used, Day, Month, Year in full. (e.g.,11 Mar , 2011)
5. License is valid for (3) years from the date of initial issue or renewal.
6. Ratings that are not validated will be removed from the license at the discretion of CARC and not later than (5) years from the last revalidation.
7. Language proficiency endorsement shall be included.

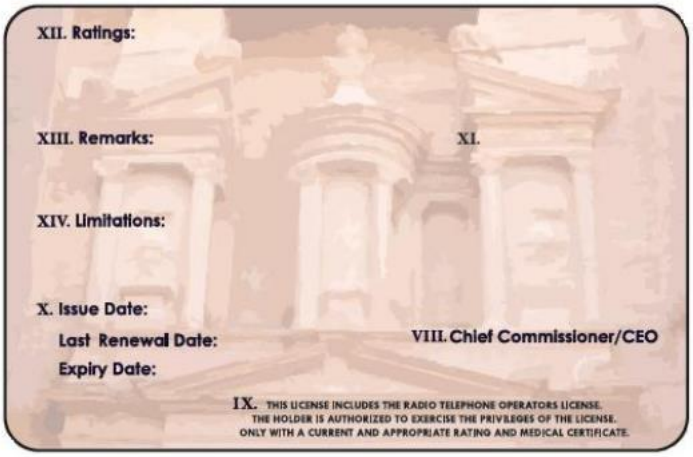
Ratings Entries.

8. **Operational limitations.** Operational limitations will be entered in the Remarks / Restrictions against the appropriate restricted privilege, e.g. IR skill test taken with co-pilot, restricted instruction privileges to one aircraft type, etc.
9. **Ratings Initial issues and renewal**. Initial issues and renewal of ratings will always be entered by CARC
10. **Ratings revalidations**. For revalidation of proficiency checks for type, class and instrument ratings, instructor rating, pilot line check, etc. The standard JCAR-FCL license attachment format allows for entries made in the license by CARC or Examiner Undertaking the Proficiency Checks Notified by CARC.

Standard JCAR-FCL License Format
(Front Face)



Back Face



JCAR-FCL License Attachment Format (Front Face)

XII. Rating Issuance and Renewal

(Initial issues and renewal of ratings will always be entered by CARC)

The Hashemite Kingdom of Jordan
Civil Aviation Regulatory Commission

CARC

Name: .....

License Type: .....

Licene No: .....

THIS RECORD SHALL BE AVAILABLE FOR REVIEW WHEN ENGAGED IN FLIGHT OPERATION

Name			**License type**		**License no.**	
Class/Type/IR	Remarks & restrictions	Examiner			Date of Test	Valid until
		Authorization. No.	Name	Signature		
Instructor Ratings	Remarks & restrictions	Examiner			Date of Test	Valid until
		Authorization No.:	Name:	Signature		

JCAR-FCL License Attachment Format (Back Face)

XV. Ratings Revalidation (including pilot line check)

(by CARC or Examiner Undertaking the Proficiency Checks Notified by CARC)

Abbreviations to be used in this certificate		Name			License type		License no.	
		Rating / Pilot Line Check						
		Rating	Aircraft Type	Date of test	Valid Until	Examiner			Remarks/ restrictions
						Authorization No.	Name	Signature	
PPL	Private Pilot License								
CPL	Commercial Pilot License								
ATPL	Airline Transport License								
IR	Instrument Rating								
(A)	Airplane								
(H)	Helicopter								
SPA	Single-Pilot Airplane								
MPA	Multi-Pilot Airplane								
SPH	Single-Pilot Helicopter								
MPH	Multi-Pilot Helicopter								
SE	Single-Engie								
ME	Multi-Engine								
SEP	Single-Engine Piston Airplane								
MEP	Multi-Engine Piston Airplane								
SET	Single- Engine Turboprop								
SEJ	Single-Engine Jet								
TMG	TouringMotor Glider								
FI	Flight Instructor								
CRI	Class Rating Instructor								
TRI	Type Rating Instructor								
IRI	Instrument Flight Instructor								
SFI	Synthatic Flight Instructot								
NQ	Night Qualifications								
PIC	Pilot In Command								
COP	Co-Pilot								

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Subpart - B

Student Pilot (Airplane)

JCAR-FCL 1.085 Requirements.

(a) A student pilot shall meet requirements specified by CARC. In prescribing such requirements CARC shall ensure that the privileges granted would not permit student pilots to constitute a hazard to air navigation.

(b) A student pilot shall hold a high school certificate (Passed Tawjeehi) or equivalent for PPL/IR, CPL,CPL/IR, IR,ATPL and MPL .An applicant whishing to undertake a PPL(A) course only, high school certificate(Passed Tawjeehi) or equivalent is not required.

(c) A student pilot shall not fly solo unless authorized by a flight instructor.

JCAR-FCL 1.090 Minimum age.

A student pilot shall be at least (17) years before enrollment date.

JCAR-FCL 1.095 Medical fitness.

(a) A student pilot shall hold a valid Class 1 or class 2 medical certificate in accordance with JCAR-Part Medical. In order to exercise the privileges of the PPL (A) At least a valid Class 2 medical certificate shall be held.

(b) A student pilot holding a valid Class (2) medical certificate in accordance with JCAR- Part Medical is eligible to apply for PPL only, and if CPL is required the applicant shall obtain a valid Class 1 medical certificate.

Subpart - C
Private Pilot L icense (Airplane) – PPL (A)

JCAR-FCL 1.100 Minimum age.

An applicant for a PPL (A) shall be at least (17) years of age.

JCAR-FCL 1.105 Medical fitness.

(a) An applicant for a PPL (A) shall hold a valid Class 1 or class 2 medical certificate in accordance with JCAR-Part Medical, and in order to exercise the privileges of a PPL - (A) a valid class (2) medical certificate shall be held .

(b) A PPL holder with Class (2) medical certificate shall obtain Class (1) medical certificate before applying for a higher license (CPL/MPL/ATPL).

JCAR-FCL 1.110 Privileges and Conditions.

(a) Privileges. Subject to any other conditions specified in JCARs, the privileges of the holder of a PPL (A) are to act, but not for remuneration, as pilot-in-command or co- pilot of any airplane engaged in non-revenue flights.

(b) Conditions.

(1) An applicant for a PPL(A) who has complied with the conditions specified in JCAR-FCL 1.100, 1.105, 1.120, 1.125(a) and (b), 1.130 , 1.135 and, if applicable, 1.010(a)(4) shall have fulfilled the requirements for the issue of a PPL(A) including at least the class/type rating for the airplane used in the skill test.

(2) If the privileges of the license are to be exercised at night, the holder shall have complied with JCAR-FCL 1.125(c).

JCAR-FCL 1.115.

Reserved.

JCAR-FCL 1.120 Experience and crediting .

(See Appendix 1 to JCAR-FCL 1.125)

An applicant for a PPL (A) shall have completed at least (45) hours flight time as a pilot of airplane; a total of (5) hours of these (45) hours may have been completed in a BITD (see Appendix 1 to JCAR-FCL 1.125), a FNPT or a flight simulator (STD). Holders of pilot licenses or equivalent privileges for helicopters, micro light helicopters, gyroplanes and micro lights having fixed wings and moveable aerodynamic control surfaces acting in all three dimensions, gliders, self-sustaining gliders or self-launching gliders may be credited with 10% of their total flight time as pilot-in-command in such aircraft up to a maximum of (10) hours towards a PPL (A).

JCAR-FCL 1.125 Training course. (See Appendix 1, 2 & 3 to FCL 1.125) (See AMC to FCL 1.125)

(a) General. An applicant for a PPL (A) shall complete at an FTO the required instruction in accordance with the syllabus as set out in Appendix 1 to JCAR-FCL 1.125.

(b) Flight instruction. An applicant for a PPL (A) shall have completed on airplane, having a certificate of airworthiness issued or accepted by CARC, at least (25) hours dual instruction and at least (10) hours of solo flight time, including at least (5) hours of solo cross-country flight time with at least (1) cross-country flight of at least 270 km (150 NM), during which full stop landings at two aerodromes different from the aerodrome of departure shall be made. When the applicant has been credited for pilot-in-command flight time on other aircraft in accordance with FCL 1.120, the requirement for dual instruction on airplane may be reduced to not less than (20) hours.

(c) Night qualification. If the privileges of the license are to be exercised at night, at least (5) additional hours flight time in airplane shall be completed at night comprising (3) hours of dual instruction including at least (1) hour of cross-country navigation and (5) solo take-offs and (5) solo full-stop landings.

(d) The FTO/TRTO shall incorporate into their training syllabus the recognition, symptoms, prevention and recovery procedures of the UPSET MANOEUVERS. The FTOs shall introduce the UPSET MANOEUVERS in their PPL/CPL stages.

JCAR-FCL 1.130 Theoretical knowledge examination.
(See Appendix 1 to JCAR-FCL 1.130 & 1.135)

The applicant for a PPL (A) shall have demonstrated to CARC a level of theoretical knowledge appropriate to the privileges granted to the holder of a PPL (A). The requirements and procedures for the theoretical knowledge examinations are set out in Appendix 1 to JCAR-FCL 1.130 & 1.135.

JCAR-FCL 1.135 Skill.
(See JCAR-FCL 1.125(a))
(See Appendix 1 to JCAR-FCL 1.130 & 1.135)
(See Appendix 2 to JCAR-FCL 1.135)

An applicant for a PPL (A) shall have demonstrated the ability to perform, as pilot-in-command of an airplane, the relevant procedures and maneuvers described in Appendix 1 to JCAR-FCL 1.130 & 1.135 with a degree of competency appropriate to the privileges granted to the holder of a PPL (A). The skill test shall be taken within (6) months of completing the flight instruction (see JCAR-FCL 1.125(a).

Appendix 1 to JCAR-FCL 1.125 PPL (A) training course – Summary. (See FCL 1.125)
(See AMC to FCL 1.125)

1. The aim of the PPL (A) course is to train the student pilot to fly safely and efficiently under Visual Flight Rules.

Theoretical Knowledge Instruction.

2. The theoretical knowledge syllabus of the PPL(A) course shall cover the following :
   (a) Air Law, Aircraft General Knowledge, Flight Performance and Planning, Human Performance and Limitations, Meteorology, Navigation, Operational Procedures, Principles of Flight and Communication.

   (b) Further details of all theoretical knowledge instruction are set out in AMC to JCAR-FCL 1.125.

Flight Instruction.

3. The PPL(A) flight instruction syllabus shall cover the following:

(a) Pre-flight operations, including mass and balance determination, airplane inspection and servicing.

(b) Aerodrome and traffic pattern operations, collision avoidance precautions and procedures.

(c) Control of the airplane by external visual reference.

(d) Flight at critically slow airspeeds, recognition of, and recovery from, incipient and full stalls.

(e) Flight at critically high airspeeds, recognition of, and recovery from, spiral dives.

(f) Normal and crosswind take-offs and landings.

(g) Maximum performance (short field and obstacle clearance) take-offs, short-field Landings.

(h) Flight by reference solely to instruments, including the completion of a level 180 degrees turn (this training may be conducted by a FI(A) or STI (A)).

(i) Cross-country flying using visual reference, dead reckoning and radio navigation aids.

(j) Emergency operations, including simulated airplane equipment malfunctions; and

(k) Operations to, from and transiting controlled aerodromes, compliance with air traffic services procedures, communication procedures and phraseology.

Basic Instrument Training Devices. (BITD)

4.

(a) BITD may be used for flight training for:

- Flight by reference solely to instruments.
- Navigation using radio navigation aids (see exercises paragraph 3 above); and
- Basic instrument flight. (see AMC JCAR-FCL 1.125, exercises 18c and 19)

(b) The use of the BITD is subjected to the following:

- The training shall be complemented by exercises on an airplane.
- The record of the parameters of the flight must be available; and
- A FI (A) or STI (A) shall conduct the instruction.

Training Airplanes.

5. An adequate fleet of training airplane(s) appropriate to the courses of training, equipped and maintained to the relevant JCAR standards shall be provided. Training conducted on airplane having a certificate of airworthiness issued or accepted by CARC will enable an applicant to obtain a single-engine piston class rating for license issue. Each airplane shall be fitted with duplicated primary flight controls for use by the instructor and the student: swing-over flight controls shall not be acceptable. The fleet should include, as appropriate to the courses of training, airplane(s) suitable for demonstrating stalling and spin avoidance and airplane(s) suitably equipped to simulate instrument meteorological conditions.

6. Airplane used for training shall be approved by CARC for training purposes.

Aerodromes.

7. The base aerodrome, and any alternative base aerodrome, at which training is being conducted shall meet the following requirements.

(a) Have at least one runway or take-off area that allows training airplane to make a normal take-off or landing at the maximum take-off or maximum landing mass authorized, as appropriate:
   (i) Under calm wind (not more than 4 knots) conditions and temperatures equal to the mean high temperature for the hottest month of the year in the operating area.
   (ii) Clearing all obstacles in the take-off flight path by at least 50 feet.
   (iii) With the power plant operation and the landing gear and flap operation (if applicable and recommended by the manufacturer);
   (iv) With a smooth transition from lift-off to the best rate of climb speed without exceptional piloting skills or techniques.

(b) Have a wind direction indicator that is visible at ground level from the ends of each runway.

(c) Have adequate runway lights if used for night training.

(d) Have available means of air/ground communications acceptable to CARC. For all details see AMC to JCAR-FCL 1.125.

Appendix 2 t o JCAR-FCL 1. 125

Registration of facilities for PPL instruction only.

(See JCAR-FCL 1.125)

Reserved.

Appendix 3 to JCAR-FCL 1. 125
Contents of an application form for registration of a facility for PPL instruction.

Reserved

Appendix 1 to JCAR-FCL 1 .130 & 1. 135
Theoretical knowledge examination and skill test for the PPL (A)
(See JCAR-FCL 1.130 and 1.135)
(See Appendix 1 to JCAR-FCL 1.125) (See IEM JCAR-FCL 1.135)

Theoretical Knowledge Examination.

1. The procedures for the conduct of the PPL examination will be determined by CARC. This examination shall be in written form and may be taken on one or more days at the discretion of CARC, and shall comprise nine Subjects as indicated below. There shall be a total of at least (120) questions, an examination paper may cover several subjects:

Subject	
Air Law and ATC Procedures	Subdivision of times is at the discretion of CARC
Aircraft General Knowledge	
Flight Performance and Planning	
Human Performance and Limitations	
Meteorology	
Navigation	
Operational Procedures	
Principles of Flight	
Communications	
Total	

Communication practical classroom testing may be conducted at the discretion of CARC.

2. The majority of the questions shall be multiple choices.
3. The examinations will be provided in English.
4. A pass in a Subject will be awarded to an applicant achieving at least 75% of the marks allocated to that Subject. Marks shall only be awarded for correct answers.
5. Subject to any other conditions in JCAR-FCL 1, an applicant shall be deemed to have successfully completed the theoretical examinations for the PPL (A) when awarded a pass in all parts within a period of (18) months, counted from the end of the calendar month when the applicant first attempted an examination. A pass in the theoretical knowledge examination will be accepted for the grant of the private pilot license dunning the (24) months from the date of issue successfully completing the examinations.

Skill Test

6. An applicant for a skill test for the PPL (A) shall have received instruction on the same class/type of airplane to be used for the skill test. The applicant shall be permitted to choose to take the test on a single-engine airplane or, subject to the experience requirement in JCAR-FCL 1.255 or 1.260 of (70) hours flight time as pilot-in- command, on a multi-engine airplane. The airplane used for the skill test shall meet the requirements for training airplane (see Appendix 1 to JCAR-FCL 1.125).
7. The administrative arrangements for confirming the applicant‘s suitability to take the test, including disclosure of the applicant‘s training record to the examiner will be determined by CARC.

8. An applicant shall pass sections 1 through 5 of the skill test, and section 6 if a multi- engine airplane is used. 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 take the failed section again. Failure in any section of the re-test, including those sections that have been passed on a previous attempt, will require the applicant to take the entire test again. All sections of the skill test shall be completed within (6) months.
9. Further training may be required following any one failed skill test. Failure to achieve a pass in all sections of the test in (2) attempts will require further training as determined by CARC. There is no limit to the number of skill tests that may be attempted.

Conduct of the Test.

10. CARC will provide the FE with adequate safety advice to ensure that the test is conducted safely.

11. Should the applicant choose to terminate a skill test for reasons considered inadequate by the 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.
12. Any maneuver 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 skill requires a complete re-test.

13. An applicant shall be required to fly the airplane from a position where the pilot-in-command functions can be performed and to carry out the test as if there is no other crew member. Responsibility for the flight shall be allocated in accordance with JCARs.

14. The route to be flown for the navigation test shall be chosen by the FE. The route may end at the aerodrome of departure or at another 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 duration of the navigation section of the test, as set out in Appendix 2 to JCAR-FCL 1.135 shall be at least (60) minutes and may, as agreed between applicant and FE, be flown as a separate test.

15. 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 authorized check list for the airplane 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 airplane used.

16. The FE will take no part in the operation of the airplane except where intervention is necessary in the interests of safety or to avoid unacceptable delay to other traffic.

Flight Test Tolerance

17. The applicant shall demonstrate the ability to:
    - Operate the airplane within its limitations.
    - Complete all maneuvers with smoothness and accuracy.
    - Exercise good judgment and airmanship.
    - Apply aeronautical knowledge; and
    - Maintain control of the airplane at all times in such a manner that the successful outcome of a procedure or maneuver is never seriously in doubt.

18. The following limits are for general guidance.
The FE will make allowance for turbulent conditions and the handling qualities and performance of the airplane used.

Height

Normal flight	± 150 feet
With simulated engine failure	± 200 feet

Heading / Tracking of radio aids

Normal flight	± 10°
With simulated engine failure	± 15°

Speed

Take-off and approach	+15/-5 knots
All other flight regimes	± 15 knots

Content of the Skill Test.

19. The skill test contents and sections set out in Appendix 2 to JCAR-FCL 1.135 shall be used for the skill test for the issue of a PPL (A) on single-engine and multi-engine airplane. For the format and application form for the skill test see IEM to JCAR-FCL 1.135.

Appendix 2 to JCAR-FCL 1.135

Contents of the skill test for the issue of a PPL (A)
(See JCAR-FCL 1.135)
(See IEM to JCAR-FCL 1.135)

Section 1 **Pre-Flight Operations and Departure**	
Use Of Checklist, Airmanship (Control Of Airplane By External Visual Reference, Anti/De-Icing Procedures, Etc.) Apply In All Sections.	
a	Pre-Flight Documentation And Weather Brief
b	Mass And Balance And Performance Calculation
c	Airplane Inspection And Servicing
d	Engine Starting And After Starting Procedures
e	Taxiing And Aerodrome Procedures, Pre Take-Off Procedures
f	Take-Off And After Take-Off Checks
g	Aerodrome Departure Procedures
h	ATC Liaison – Compliance, R/T Procedures

Section 2 **General Air work**	
a	ATC Liaison – Compliance, R/T Procedure
b	Straight And Level Flight, With Speed Changes
c	Climbing: I. Best Rate Of Climb Ii. Climbing Turns Iii. Leveling Off
d	Medium (30° Bank) Turns
e	Steep (45° Bank) Turns (Including Recognition And Recovery From A Spiral Dive)
f	Flight At Critically Low Airspeed With And Without Flaps
g	Stalling: I. Clean Stall And Recover With Power Ii. Approach To Stall Descending Turn With Bank Angle 20°, Approach Configuration Iii. Approach To Stall In Landing Configuration
h	Descending: I. With And Without Power Ii. Descending Turns (Steep Gliding Turns) Iii. Leveling Off

Section 3 En-Route Procedures	
a	Flight Plan, Dead Reckoning and Map Reading
b	Maintenance Of Altitude, Heading And Speed
c	Orientation, Timing And Revision Of Etas, Log Keeping
d	Diversion To Alternate Aerodrome (Planning And Implementation)
e	Use Of Radio Navigation Aids
f	Basic Instrument Flying Check (180° Turn In Simulated IMC)
g	Flight Management (Checks, Fuel Systems And Carburetor Icing, Etc.) ATC Liaison – Compliance, R/T Procedures

ction 4 Approach and Landing Procedures	
a	Aerodrome Arrival Procedures
b	* Precision Landing (Short Field Landing), Cross Wind, If Suitable Conditions Available
c	* Flapless Landing
d	* Approach To Landing With Idle Power (Single Engine Only)
e	Touch And Go
f	Go-Around From Low Height
g	ATC Liaison – Compliance, R/T Procedures
h	Actions After Flight

Section 5 Abnormal and Emergency Procedures	
This Section May Be Combined With Sections 1 Through 4.	
a	Simulated Engine Failure After Take-Off (Single-Engine Only)
b	* Simulated Forced Landing (Single-Engine Only)
c	Simulated Precautionary Landing (Single-Engine Only)
d	Simulated Emergencies
e	Oral Questions

Section 6 Simulated Asymmetric Flight and Relevant Class/Type Items	
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 A Flight Simulator or FNPT II)
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 Flight Examiner – Any Relevant Items Of The Class/Type Rating Skill Test To Include, If Applicable: I. Airplane Systems Including Handling Of Auto Pilot Ii. Operation Of Pressurization System Iii. Use Of De-Icing And Anti-Icing System
g	Oral Questions

* some of these items may be combined at the discretion of the Flight Examiner.

Subpart- D

Commercial Pilot License (Airplane) – CPL (A)

JCAR-FCL 1.140 Minimum age.

An applicant for a CPL (A) shall be at least 18 years of age.

JCAR-FCL 1.145 Medical fitness.

An applicant for a CPL (A) shall hold a valid Class 1 medical certificate in accordance with JCAR-Part Medical. In order to exercise the privileges of the CPL (A) a valid Class 1 medical certificate shall be held.

JCAR-FCL 1.150 Privileges and conditions.

(a) Privileges. Subject to any other conditions specified in JCARs, the privileges of the holder of a CPL (A) are to:

(1) Exercise all the privileges of the holder of a PPL(A).

(2) Act as pilot-in-command or co-pilot of any airplane engaged in operations other than commercial air transportation.

(3) Act as pilot-in-command in commercial air transportation of any single- pilot airplane.

(4) Act as co-pilot in commercial air transportation.

(5) Conditions. An applicant for a CPL (A) who has complied with the conditions specified in JCAR-FCL 1.140, 1.145, 1.155, 1.160, 1.165, 1.170 and, if applicable, 1.010 (a) (4) shall have fulfilled the requirements for the issue of a CPL (A) including at least the class/type rating for the airplane used in the skill test and, if an instrument rating course and test completed in accordance with JCAR-FCL 1 Subpart E are included, the instrument rating.

JCAR-FCL 1.155 Experience and crediting.

(See JCAR-FCL 1.050(a) (3))
(See Appendix 1 to JCAR-FCL 1.160 & 1.165(a) (1) through (4))
(See Appendix 1 and 2 t o JCAR-FCL 1 .170)
(See Appendix 1 to JCAR-FCL 1 .205) (See JCAR-FCL 1.510(a) (2))
(See AMC JCAR-FCL 1.160 & 1.165(a) (1) through (3)).

(a) Integrated courses

(1) Experience. An applicant for a CPL (A) who has satisfactorily followed and completed an integrated flying training course shall have completed as a pilot of airplanes having

a certificate of airworthiness issued or accepted by CARC at least (150) hours of flight time.

(2) Crediting. For details on crediting of flight time required in (a)(1), see paragraph 4 in Appendix 1 to JCAR-FCL 1.160 and 1.165(a)(1), paragraph 4 in Appendix 1 to JCAR-FCL 1.160 and 1.165(a)(2) or paragraph 4 in Appendix 1 to JCAR-FCL 1.160 and 1.165(a)(3).

(3)

(b) Modular course.

(1) (Experience. An applicant for a CPL(A) who is not a graduate from an integrated flying training course shall have completed as a pilot on airplanes having a certificate of airworthiness issued or accepted by CARC at least (200) hours of flight time.

(2) (Crediting. From the (200) hours of flight time:

(i) (30) hours as pilot-in-command holding a PPL(H) on helicopters; or

(ii) (100) hours as pilot-in- command holding a CPL(H) on helicopters; or

(30) hours as pilot-in- command in touring motor gliders or gliders.

(c) Flight time. The applicant shall have completed in airplanes during the integrated course (150) hours of flight time (see also JCAR-FCL 1.050(a) (3)) and the modular course (200) hours of flight time including at least:

(1) (100) hours as pilot-in-command, or (70) hours as pilot-in-command if completed during a course of integrated flying training as set out in Appendix 1 to JCAR- FCL 1.160 & 1.165(a) (1) through (3) and AMC to JCAR-FCL 1.160 & 1.165(a) (1), (2) and (3);

(2) (20) hours of VFR cross-country flight time as pilot-in-command, including a cross-country flight totaling at least 540 km (300 NM) in the course of which full- stop landings at (1) aerodromes different from the aerodromes of departure shall be made;

(3) (10) hours of instrument instruction time, of which not more than (5) hours is to be instrument ground time; and

(4) (5) hours of night flight time, as set out in JCAR-FCL 1.165(b).

(d) An applicant holding a Course Completion Certificate for the Basic Instrument Flight module, as set out in Appendix 1 to JCAR-FCL 1.205, may be credited up to (10) hours towards the required instrument instruction time in the integrated or modular course.

(e) nMPL (A) holders. Before exercising the privileges of a CPL (A), the holder of a MPL

(f) (A) shall have completed in airplane:

(1) (85) hours, either as pilot-in- command, or made up by not less than (10) hours as pilot-in-command and the necessary additional flight time as PICUS, of which (20) hours shall be of VFR cross-country flight time as pilot-in-command, or cross- country time made up of not less than (10) hours as pilot-in-command and (10) hours as pilot-in-command under supervision. This shall include a VFR cross- country flight of not less than 540 km (300 NM) in the course of which full-stop landings at two different aerodromes shall be flown as pilot-in- command.

(2) The elements of the CPL(A) modular course as specified in Appendix 1 to JCAR- FCL 1.160 & 1.165(a)(4) paragraphs 11(a) and 12; and

(3) The CPL (A) skill test on either a single-engine or a multi-engine airplane in accordance with Appendix 1 and 2 to JCAR-FCL 1.170.

JCAR-FCL 1.160 Theoretical knowledge .

(See Appendix 1 to JCAR-FCL 1.160 & 1.165(a) (1) through (4))

(a) Course. An applicant for a CPL (A) shall have received theoretical knowledge instruction on an approved course at an approved flying training organization (FTO). The course should be combined with a flying training course as set out in JCAR-FCL 1.165.

(b) Examination. An applicant for a CPL (A) shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of a CPL (A) and shall meet the requirements set out in JCAR-FCL 1 (A) Subpart J.

(c) An applicant who has undertaken an integrated flying training course shall demonstrate at least the level of knowledge required by that course, as set out in the relevant Appendix 1 to JCAR-FCL 1.160 & 1.165(a) (1) through (3).

JCAR-FCL 1.165 Flight Instruction.

(See Appendix 1 to FCL 1.160 & 1.165(a) (1) through (4)

(See AMC JCAR-FCL 1.160 & 1.165(a) (1) through (4))

(a) Course. An applicant for a CPL (A) shall have completed an approved course of integrated or modular flying training on airplanes having a certificate of airworthiness issued or accepted by CARC at an approved flying training organization. The course should be combined with a theoretical knowledge training course. For details of the approved courses see as follows:
   (1) ATP(A) integrated course –Appendix 1 to JCAR-FCL 1.160 and 1.165(a)(1) and AMC to JCAR-FCL 1.160 & 1.165(a)(1);
   (2) CPL(A)/IR integrated course - Appendix 1 to JCAR-FCL 1.160 and 1.165(a)(2) and AMC to JCAR-FCL 1.160 & 1.165(a)(2);
   (3) CPL(A) integrated course – Appendix 1 to JCAR-FCL 1.160 & 1.165(a)(3) and AMC to JCAR-FCL 1.160 & 1.165(a)(3); and
   (4) CPL (A) modular course – Appendix 1 to JCAR-FCL 1.160 & 1.165(a) (4) and AMC to JCAR-FCL 1.160 & 1.165(a) (4).

(b) Night training. The applicant shall have completed at least (5) hours flight time in airplanes at night comprising at least (3) hours of dual instruction, including at least (1) hour of cross-country navigation, and (5) solo take-offs and (5) full-stop landings.

(c) The FTO/TRTO shall incorporate into their training syllabus the recognition, symptoms, prevention and recovery procedures of the UPSET MANOEUVERS. The FTOs shall introduce the UPSET MANOEUVERS in their PPL/CPL stages.

JCAR-FCL 1.170 Skill.

(See Appendices 1 and 2 to FCL 1.170)
(See Appendix 1 to FCL 1.160 and 1.165(a) (1) through (4))

An applicant for a CPL (A) shall have demonstrated the ability to perform, as pilot-in-command of an airplane, the relevant procedures and maneuvers described in Appendices 1 and 2 to JCAR-FCL 1.170 with a degree of competency appropriate to the privileges granted to the holder of a CPL (A). An applicant shall take the skill test as required by the relevant Appendix 1 to JCAR-FCL 1.160 & 1.165(a) (1) through (4).

Appendix 1 to JCAR-FCL 1.160 & 1.165(a) (1) ATP (A) Integrated Course.

(See JCAR-FCL 1.160, 1.165 & 1.170)
(See Appendix 1 and 2 to JCAR-FCL 1.170)
(See Appendix 1 and 2 to JCAR-FCL 1.210) (See AMC JCAR-FCL 1.160 & 1.165(a) (1)
(See Appendix 1 to JCAR-FCL 1.470) (See IEM JCAR-FCL 1.170)

1. The aim of the ATP (A) integrated course is to train pilots to the level of proficiency necessary to enable them to operate as co-pilot on multi-pilot, multi-engine airplanes in commercial air transportation and to obtain the CPL (A)/IR.

2. An applicant wishing to undertake an ATP (A) integrated course shall, under the supervision of the Head of Training of an approved flying training organization (FTO), complete all the instructional stages in one continuous approved course of training as arranged by that FTO.
3. The course shall last for between (12) and (36) months. Special arrangements may be made with the approval of CARC to extend the course beyond (36) months where additional flying training or ground instruction is provided by the FTO.

4. An applicant may be admitted to training either as an ab-initio entrant, or as a holder of a PPL (A) or PPL (H) issued in accordance with ICAO Annex 1. An ab-initio entrant shall meet the student pilot requirements of JCAR-FCL 1 Subpart B. In the case of a PPL (A) or PPL (H) entrant, 50% of the aircraft hours flown by the entrant prior to the course may be credited towards the required flight instruction (JCAR-FCL 1.165(a) (1) and Appendix 1 to JCAR-FCL 1.165(a) (1), paragraph 13) up to a credit of (40) hours flying experience or (45) hours if an airplane night flying qualification has been obtained, of which up to (20) hours may be dual instruction. This credit for the hours flown shall be at the discretion of the FTO and entered into the applicant‘s training record.

5. An applicant failing or unable to complete the entire ATP(A) course may apply to CARC for the theoretical knowledge examination and skill test for a lower license and, if applicable, an instrument rating.
6. Any applicant wishing to transfer to another FTO during a course of training shall apply to CARC for a formal assessment of the further hours of training required at another FTO.

7. The FTO shall ensure that before being admitted to the course the applicant has sufficient knowledge of Mathematics, Physics and English, to facilitate an understanding of the theoretical knowledge instruction content of the course. The required level of English shall be in accordance with Appendix 1 to JCAR-FCL 1.200.

8. The course shall comprise:
   (a) Theoretical knowledge instruction to the ATPL(A) knowledge level;
   (b) Visual and instrument flying training; and
   (c) Training in multi-crew co-operation for the operation of multi-pilot airplanes.

9. The successful completion of the theoretical knowledge examination(s) at paragraph 12 and of the skill test(s) at paragraph 14 fulfill the theoretical knowledge and skill requirements for the issue of a CPL(A) including a class or type rating for the airplane(s) used in the test(s) and a multi-engine instrument rating (A).

Theoretical Knowledge.

10. The theoretical knowledge syllabus is set out in Appendix 1 to JCAR-FCL 1.470. An approved ATP(A) theoretical knowledge course shall comprise at least (750) hours (1 hour = 60 minutes instruction) of instruction which can include classroom work, inter- active video, slide/tape presentation, learning carrels, computer based training, and other media as approved by CARC, in suitable proportions.

The (750) hours of instruction shall be divided in such a way that in each subject the minimum hours are:

Subject	**hours**
Air Law	40
Aircraft General Knowledge	80
Flight Performance & Planning	90
Human Performance & Limitations	50
Meteorology	60
Navigation	150
Operational Procedures	20
Principles of Flight	30
Communications	30

Other sub-division of hours may be agreed between CARC and the FTO.

11. MCC course shall comprise at least (25) hours of theoretical knowledge instruction and exercises.

Theoretical Knowledge Examination.

12. An applicant shall demonstrate the level of knowledge appropriate to the privileges of the holder of an ATPL (A), in accordance with the requirements in JCAR-FCL 1 (A) Subpart J.

Flying Training.

13.The flying training, not including type rating training, shall comprise a total of at least (195) hours, to include all progress tests, of which up to (55) hours for the entire course may be instrument ground time. Within the total of (195) hours, applicants shall complete at least:

(a) (95) hours of dual instruction of which up to (55) hours may be instrument ground time.

(b) (70) hours as pilot-in-command including VFR flight and instrument flight time as student pilot-in-command (SPIC). (SPIC time shall be credited as pilot-in- command time, unless the flight instructor had to influence or control any part of the flight. A ground de-briefing by the flight instructor does not affect the crediting as pilot-in-command time).

(c) (50) hours of cross-country flight as pilot-in-command including a VFR cross- country flight totaling at least 540 km (300 NM) in the course of which full stop landings at (2) aerodromes different from the aerodrome of departure shall be made.

(d) (5) hours flight time in airplanes shall be completed at night comprising (3) hours of dual instruction including at least (1) hour of cross-country navigation and (5) solo take-offs and (5) solo full stop landings; and

(e) (115) hours of instrument time comprising, at least:

(i) (50) hours of instrument flight instruction of which up to (25) hours may be instrument ground time in a FNPT I, or (40) hours if the instrument ground training is conducted in an FNPT II or flight simulator. With the agreement of CARC not more than (10) hours of FNPT II or flight simulator instrument ground time may be conducted in a FNPT I.

(iii) (20) hours as SPIC; and

(iv) (15) hours multi-crew co-operation, for which a flight simulator or FNPT II may be used.

See AMC JCAR-FCL 1.160 & 1.165(a) (1) for the flight instruction syllabus.

Skill Tests.

14.On completion of the related flying training the applicant shall take the CPL (A) skill test on either a single-engine or a multi-engine airplane in accordance with Appendix 1 and 2 to JCAR-FCL 1.170 and the instrument rating skill test on a multi-engine airplane in accordance with Appendix 1 and 2 to JCAR-FCL 1.210 and such other tests as are required by JCAR-FCL 1.262(c).

Appendix 1 to JCAR-FCL 1.160 & 1.165(a) (2) CPL (A)/IR integrated course.

(See JCAR-FCL 1.160, 1.165 & 1.170), (See Appendix 1 and 2 to JCAR-FCL 1.170)
(See Appendix 1 and 2 to JCAR-FCL 1.210), (See AMC JCAR-FCL 1.160 & 1.165(a) (2))
(See Appendix 1 to JCAR-FCL 1.470), (See IEM JCAR-FCL 1.170)

1. The aim of the CPL (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 airplanes in commercial air transportation and to obtain the CPL (A)/IR.

2. An applicant wishing to undertake a CPL (A)/IR integrated course shall, under the supervision of the Head of Training of an approved flying training organization (FTO), complete all the instructional stages in one continuous approved course of training as arranged by that FTO.
3. The course shall last for between (9) and (30) months.

4. An applicant may be admitted to training either as an ab-initio entrant, or as a holder of a PPL (A) or PPL (H) issued in accordance with ICAO Annex 1. An ab-initio entrant shall meet the student pilot requirements of JCAR-FCL 1 Subpart B. In the case of a PPL (A) or PPL (H) entrant, 50% of the aircraft hours flown by the entrant prior to the course may be credited towards the required flight instruction (JCAR-FCL 1.165(a) (2) and Appendix 1 to JCAR-FCL 1.165(a) (2), paragraph 12) up to a credit of (40) hours flying experience or (45) hours if an airplane night flying qualification has been obtained, of which up to (20) hours may be dual instruction. This credit for the hours flown shall be at the discretion of the FTO and entered into the applicant‘s training record.

5. An applicant failing or unable to complete the entire CPL(A)/IR course may apply to CARC for the theoretical knowledge examination and skill test for a lower license and, if applicable, an instrument rating.

6. Any applicant wishing to transfer to another FTO during a course of training shall apply to CARC for a formal assessment of the further hours of training required at another FTO.
7. The FTO shall ensure that before being admitted to the course the applicant has sufficient knowledge of Mathematics, Physics and English to facilitate an understanding of the theoretical knowledge instruction content of the course. The required level of English shall be in accordance with Appendix 1 to JCAR-FCL 1.200.

8. The course shall comprise:

(a) Theoretical knowledge instruction to CPL(A) and IR knowledge level; and
(b) (b) Visual and instrument flying training.

9. The successful completion of the theoretical knowledge examination(s) at paragraph 11 and of the skill test at paragraph 13 fulfill the theoretical knowledge and skill requirements for the issue of a CPL(A) including a class or type rating for the airplane(s) used in the test(s) and either a multi-engine or a single engine instrument rating (A).

Theoretical Knowledge.

10. The theoretical knowledge syllabus is set out in Appendix 1 to JCAR-FCL 1.470. An approved CPL(A)/IR theoretical knowledge course shall comprise at least (500) hours of instruction which can include classroom work, inter-active video, slide/tape presentation, learning carrels, computer based training, and other media as approved by CARC, in suitable proportions. The (500) hours (1 hour = 60 minutes instruction) of instruction shall be divided in such a way that in each subject the minimum hours are:

Subject	**hour**s
Air Law	30
Aircraft General Knowledge	50
Flight Performance & Planning	60
Human Performance & Limitations	15
Meteorology	40
Navigation	100
Operational Procedures	10
Principles of Flight	25
Communications	30

Other sub-divisions of hours may be agreed between CARC and the FTO.

Theoretical Knowledge Examination.

11. An applicant shall demonstrate a level of knowledge appropriate to the privileges of the holder of a CPL (A) and an instrument rating, in accordance with the requirements in JCAR-FCL 1 (A) Subpart J.

Flying Training.

12. 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 pilot-in-command including VFR flight and instrument flight time as student pilot-in-command (SPIC). (SPIC time shall be credited as pilot-in- command time, unless the flight instructor had to influence or control any part of the flight. A ground de-briefing by the flight instructor does not affect the crediting as pilot-in-command time)

(c) 50) hours of cross-country flight as pilot-in-command including a VFR cross- country flight totaling 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 in airplanes shall be completed at night comprising at least (3) hours of dual instruction including 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:

(i) (50) hours of instrument flight instruction of which up to (25) hours may be instrument ground time in a FNPT I or (40) hours if all the instrument ground training is conducted in an FNPT II or flight simulator. with the agreement of CARC not more than (10) hours of FNPT II or flight simulator instrument ground time may be conducted in a FNPT I.

(ii) (20) hours as SPIC.

See AMC JCAR-FCL 1.160 & 1.165(a) (2) for the flight instruction syllabus.

Skill Tests

13. On completion of the related flying training the applicant shall take the CPL(A) skill test on either a multi-engine airplane or a single-engine airplane in accordance with Appendix 1 and 2 to JCAR-FCL 1.170 and the instrument rating skill test on either a single-engine or a multi-engine airplane in accordance with Appendix 1 and 2 to JCAR- FCL 1.210.

Appendix 1 to JCAR-FCL 1.160 & 1.165(a) (3) CPL (A) Integrated Course.

(See JCAR-FCL 1.160, 1.165 & 1.170)
(See Appendix 1 and 2 to JCAR-FCL 1.170)
(See AMC JCAR-FCL 1.160 & 1.165(a) (3))
(See Appendix 1 to JCAR-FCL 1.470)
(See IEM JCAR-FCL 1.170)

1. The aim of the CPL(A) integrated course is to train pilots to the level of proficiency necessary for the issue of a CPL(A), and any further aerial work training that the applicant wishes to receive, excluding flight instructor training and instrument rating instruction.

2. An applicant wishing to undertake a CPL (A) integrated course shall, under the supervision of the Head of Training of an approved flying training organization (FTO), complete all the instructional stages in one continuous approved course of training as arranged by that FTO.

3. The course shall last for between (9) and (24) months.
4. An applicant may be admitted to training either as an ab-initio entrant, or as the holder of a PPL (A) or PPL (H) issued in accordance with ICAO Annex 1. An ab-initio entrant shall meet the student pilot requirements of JCAR-FCL 1 Subpart B. In the case of a PPL(A) or PPL(H) entrant, 50% of the aircraft hours flown by the entrant prior to the course may be credited towards the required flight instruction (JCAR-FCL 1.165(a)(3) and Appendix 1 to JCAR-FCL 1.165(a)(3), paragraph 12) up to a credit of (40) hours flying experience, or (45) hours if an airplane night flying qualification has been obtained, of which up to (20) hours may be dual instruction. This credit for the hours flown shall be at the discretion of the FTO and entered into the applicant‘s training record.
5. An applicant failing or unable to complete the entire CPL (A) course may apply to CARC for the theoretical knowledge examination and skill test for a lower license.
6. Any applicant wishing to transfer to another FTO during a course of training shall apply to CARC for a formal assessment of the further hours of training required at another FTO.
7. The FTO shall ensure that before being admitted to the course the applicant has sufficient knowledge of Mathematics and Physics to facilitate an understanding of the theoretical knowledge instruction content of the course.

8. The course shall comprise:
   (a) Theoretical knowledge instruction to CPL(A) knowledge level; and

(b) Visual and instrument flying training.

9. The successful completion of the theoretical knowledge examinations at paragraph 11 and of the skill test(s) at paragraph 13 fulfill the knowledge and skill requirements for the issue of a CPL(A) including a class or type rating for the airplane(s) used in the test(s).

Theoretical Knowledge

10. The theoretical knowledge syllabus for the CPL (A) is set out in Appendix 1 to JCAR- FCL 1.470. An approved CPL(A) theoretical knowledge course shall comprise at least (300) hours (1 hour = 60 minutes instruction) of instruction (or 200 hours if the applicant is the holder of a PPL) which can include classroom work, inter-active video, slide/tape presentation, learning carrels, computer based training, and other media as approved by CARC, in suitable proportions.

Theoretical Knowledge Examination

11. An applicant shall demonstrate a level of knowledge appropriate to the privileges of the holder of a CPL (A) in accordance with the requirements in JCAR- FCL 1 (Airplane) Subpart J.

Flying Training

12. The flying training not including the type rating training shall comprise a total of at least (150) hours, to include all progress tests, of which up to (5) hours for the entire course may be instrument ground time. Within the (150) hours total, applicants shall complete at least

(a) (80) hours of dual instruction of which up to (5) hours may be instrument ground time;

(b) (70) hours as pilot-in-command;

(c) (20) hours of cross-country flight as pilot-in-command including a VFR cross-country flight totaling at least 540 km (300 NM) in the course of which full stop landings at two different aerodromes from the aerodrome of departure shall be made;

(d) (5) hours flight time in airplanes shall be completed at night comprising (3) hours of dual instruction including at least (1) hour of cross-country navigation and (5) solo take-offs and (5) full stop landings; and

(e) (10) hours of instrument flight instruction of which up to (5) hours may be instrument ground time in a FNPT I or II or flight simulator.

(f)(5) hours to be carried out in an airplane certificated for the carriage of at least four persons and have a variable pitch propeller and retractable landing gear.

See AMC JCAR-FCL 1.160 & 1.165(a) (3) for the flight instruction syllabus.

Skill Test.

13. On completion of the flying training the applicant shall take the CPL (A) skill test on a single-engine or a multi-engine airplane in accordance with Appendix 1 and 2 to JCAR-FCL 1.170.

Appendix 1 to JCAR-FCL 1.160 & 1.165(a) (4)
CPL (A) Modular Course.
(See JCAR-FCL 1.125(c))
(See JCAR-FCL 1.160, 1.165 & 1.170)
(See Appendix 1 and 2 to JCAR-FCL 1.170) (See AMC JCAR-FCL 1.160 & 1.165(a) (4))
(See Appendix 1 to JCAR-FCL 1.470) (See IEM JCAR-FCL 1.170).

1. The aim of the CPL(A) modular course is to train PPL(A) holders to the level of proficiency necessary for the issue of a CPL(A).
2.
   (a) Before commencing a CPL(A) modular course an applicant shall be the holder of a PPL(A) issued in accordance with ICAO Annex 1.
   (b) Before commencing the flight training an applicant shall:
      (i) Have completed (150) hours flight time as a pilot; and
      (ii) Have complied with JCAR-FCL 1.225 and 1.240 if a multi-engine airplane is to be used on the skill test.
3. An applicant wishing to undertake a modular CPL (A) course shall, under the supervision of the Head of Training of an approved flying training organization (FTO), complete all the instructional stages in one continuous approved course of training as arranged by that FTO. The theoretical knowledge instruction may be given at an approved FTO conducting theoretical knowledge instruction only, in which case the Head of Training of that organization shall supervise that part of the course.

4. The course of theoretical knowledge shall be completed within (18) months. The flight instruction and skill test shall be completed within the period of validity of the pass in the theoretical examinations, as set out in JCAR-FCL 1.495.

5. The FTO shall ensure that before being admitted to the course the applicant has sufficient knowledge of mathematics and physics to facilitate an understanding of the theoretical knowledge instruction content of the course.
6. The course shall comprise:
   (a) Theoretical knowledge instruction to CPL(A) knowledge level; and
   (b) Visual and instrument flying training.

7. The successful completion of the theoretical knowledge examination at paragraph 9 and of the skill test at paragraph 13 fulfill the knowledge and skill requirements for the issue of a CPL(A) including a class or type rating for the airplane used in the test.

Theoretical Knowledge.

8. The theoretical knowledge syllabus for the CPL (A) is set out in Appendix 1 to JCAR- FCL 1.470. An approved CPL(A) theoretical knowledge course shall comprise at least (200) hours (1 hour = 60 minutes instruction) of instruction, which can include classroom work, inter-active video, slide/tape presentation, learning carrels, computer based training, and other media as approved by CARC, in suitable proportions.

Theoretical Knowledge Examination.

9. An applicant shall demonstrate a level of knowledge appropriate to the privileges of the holder of a CPL (A) in accordance with the requirements in JCAR-FCL 1 (Airplane) Subpart J.

Flying Training.

10. Applicants without an instrument rating shall be given at least (25) hours dual flight instruction (see AMC JCAR-FCL 1.160 & 1.165(a) (4)), including (10) hours of instrument instruction of which up to (5) hours may be instrument ground time in a BITD or a FNPT I or II or a flight simulator (See AMC JCAR-FCL 1.160 & 1.165(a) (4)). Applicants holding a valid IR (A) shall be fully credited towards the dual instrument instruction time. Applicants holding a valid IR (H) may be credited up to (5) hours of the dual instrument instruction time, in which case at least (5) hours dual instrument instruction time shall be given in an airplane.

11.

(a) Applicants with a valid instrument rating shall be given at least (15) hours dual visual flight instruction.

(b) Applicants without a night flying qualification airplane shall be given additionally at least (5) hours night flight instruction (see JCAR-FCL 1.125(c)).

12. At least (5) hours of the flight instruction shall be carried out in an airplane certificated for the carriage of at least four persons and have a variable pitch propeller and retractable landing gear.

See AMC JCAR-FCL 1.160 & 1.165(a) (4) for the flight instruction syllabus.

Skill Test

13. On completion of the flying training and relevant experience requirements the applicant shall take the CPL (A) skill test on either a single-engine or a multi-engine airplane in accordance with Appendix 1 and 2 to JCAR-FCL 1.170.

Appendix 1 to JCAR-FCL 1.170 Skill test for the issue of a CPL (A)

(See JCAR-FCL 1.170),
(See Appendix 2 to JCAR-FCL 1.170)
(See IEM JCAR-FCL 1.170)

1. An applicant for a skill test for the CPL (A) shall have satisfactorily completed all of the required training, including instruction on the same type/class of airplane to be used in the test. The applicant shall be permitted to choose to take the test on a single-engine airplane or, subject to the experience requirement in JCAR-FCL 1.255 or FCL 1.260 of 70 hours flight time as pilot-in-command of airplanes, on a multi-engine airplane. The airplane used for the skill test shall meet the requirements for training airplanes set out in Appendix 1 a to JCAR-FCL 1.055 and shall be certificated for the carriage of at least four persons, have a variable pitch propeller and retractable landing gear.

2. The administrative arrangements for confirming the applicant‘s suitability to take the test, including disclosure of the applicant‘s training record to the examiner, will be determined by CARC.

3. An applicant shall pass sections 1 through 5 of the skill test, and section 6 if a multi-engine airplane is used. 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 take the failed section again. Failure in any section of the re-test, including those sections that have been passed on a previous attempt, will require the applicant to take the entire test again. All sections of the skill test shall be completed within six months.

4. Further training may be required following any failed skill test. Failure to achieve a pass in all sections of the test in (2) attempts shall require further training as determined by CARC. There is no limit to the number of skill test that may be attempted.

Conduct of the Test.

5. CARC will provide the FE with adequate safety advice to ensure that the test is conducted safely.

6. Should the applicant choose to terminate a skill test for reasons considered inadequate by the 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.

7. At the discretion of the FE, any maneuver 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 skill requires a complete re-test.

8. An applicant shall be required to fly the airplane from a position where the pilot-in-command functions can be performed and to carry out the test as if there is no other crew member. Responsibility for the flight shall be allocated in accordance with JCARs.

9. The route to be flown shall be chosen by the FE and the destination shall be a controlled aerodrome. The route may end at the aerodrome of departure or at another 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 duration of the flight shall be at least (90) minutes.

10. 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 authorized check list for the airplane 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 airplane used.

11. The FE shall take no part in the operation of the airplane except where intervention is necessary in the interests of safety or to avoid unacceptable delay to other traffic.

Flight Test Tolerances

12. The applicant shall demonstrate the ability to:
- Operate the airplane within its limitations;
- Complete all maneuvers with smoothness and accuracy;
- Exercise good judgment and airmanship;
- Apply aeronautical knowledge; and
- Maintain control of the airplane at all times in such a manner that the successful outcome of a procedure or maneuver is never seriously in doubt.

13. The following limits are for general guidance. The FE shall make allowance for turbulent conditions and the handling qualities and performance of the airplane used.

Height

Normal flight	±100 feet
With simulated engine failure	±150 feet

Tracking on radio aids

Heading	± 5°
Normal flight	±10°
With simulated engine failure	±15°

Speed

Take-off and approach	± 5 knots
All other flight regimes	±10 knots

Content of the Test

14. The skill test contents and sections set out in Appendix 2 to JCAR-FCL 1.170 shall be used for the skill test. For the format and application form for the skill test see IEM JCAR-FCL 1.170). Items in Section 2 paragraphs (c) and e (iv), and the whole of Sections 5 and 6 may be performed in a FNPT II or a flight simulator.

Appendix 2 to JCAR-FCL 1.170

Contents of the skill test for the issue of a CPL (A)
(See JCAR-FCL 1.170) (See IEM JCAR-FCL 1.170)

ection 1 **Pre-Flight Operations and Departure**	
Use of checklist, airmanship (control of airplane by external visual reference, anti/de-icing procedures, etc.) applies in all sections	
a	Pre-flight, including: Documentation, Mass and balance determination, Weather brief
b	Airplane 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 Air work**	
a	Control of the airplane by external visual reference, including straight and level, climb, descent, lookout
b	Flight at critically low airspeed 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: 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 Limited panel instruments
f	ATC liaison - compliance, R/T procedures

Section 3 En Route Procedures	
a	Control of airplane 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 and Relevant Class/Type Items	
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 a flight simulator)
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 Flight Examiner - any relevant items of the class/type rating skill test to include, if applicable: i. Airplane systems including handling of autopilot ii. Operations of pressurization system iii. Use of de-icing and anti-icing system
g	Oral questions

Subpart - E
Instrument Rating (Airplane) – IR (A)

JCAR-FCL 1.174 Medical Fitness.

An applicant for an IR (A) shall be fit in accordance with JCAR FCL 3.355(b) .

JCAR-FCL 1.175 Circumstances in which an IR (A) is required.

(a) The holder of a pilot license (A) shall not act in any capacity as a pilot of an airplane under Instrument Flight Rules (IFR), except as a pilot undergoing skill testing or dual training, unless the holder has an instrument rating (IR(A)) appropriate to the category of aircraft issued in accordance with JCAR-FCL 1.

(b) Reserved.

JCAR-FCL 1.180 Privileges and Conditions.

(a) Privileges

(1) Subject to the rating restrictions imposed by use of another pilot functioning as a co-pilot (multi-pilot restriction) during the skill test set out in Appendices 1 and 2 to JCAR-FCL 1.210, and any other conditions specified in JCARs, the privileges of a holder of a multi-engine IR (A) are to pilot multi-engine and single-engine airplanes under IFR with a minimum decision height of 200 feet (60 m). Decision heights lower than 200 feet (60 m) may be authorized by CARC after further training and testing in accordance with JCAR-OPS 1, AMC to JCAR-FCL 1.261(a) paragraph 6 and with Appendix 2 to JCAR-FCL 1.240, section 6

(2) Subject to the skill test conditions set out in Appendices 1 and 2 to JCAR-FCL 1.210, and any other conditions specified in JCARs, the privileges of a holder of a single-engine IR(A) shall be to pilot single-engine airplanes under IFR with a minimum decision height of 200 feet (60 m).

(b) Conditions.

An applicant who has complied with the conditions specified in JCAR-FCL 1.185 through 1.210 shall have fulfilled the requirements for the issue of an IR (A).

JCAR-FCL 1.185 Validity, revalidation and renewal.

(a) An IR (A) is valid for (1) year from the date of issue or renewal, or from the expiry date of a current IR (A) if revalidated in accordance with JCAR-FCL 1.246(a).

(b) If the IR (A) is restricted for use in multi-pilot operations only, the revalidation or renewal shall be completed in multi-pilot operations.

(c) If the IR (A) has not been revalidated/renewed within the preceding (7) years, the holder will be required to retake the IR (A) theoretical knowledge examination and skill test in accordance with Appendix 1 to JCAR-FCL 1.210.

JCAR-FCL 1.190 Experience and Crediting.

(See Appendix 1 to JCAR-FCL 1.205) (See AMC JCAR-FCL 1.205)

(a) An applicant for an IR (A) shall hold a PPL (A) including a night qualification or CPL (A) and shall have completed at least (50) hours cross-country flight time as pilot-in- command in airplanes or helicopters of which at least (10) hours shall be in airplanes.

(b) If the applicant is the holder of an IR (H) the total amount of flight instruction required by Appendix 1 to JCAR-FCL 1.205 may be reduced to (10) hours on airplanes.

(c) If the applicant is the holder of a CPL(A) issued in accordance with ICAO ,the total amount of flight instruction required by Appendix 1 to JCAR-FCL 1.205 may be reduced by up to (10) hours; or

(d) If the applicant is the holder of a Course Completion Certificate for the Basic Instrument Flight Module, as set out in Appendix 1 to JCAR-FCL 1.205, or the holder of a CPL (A) the total amount of flight instruction required by Appendix 1 to JCAR- FCL 1.205 may be reduced by up to (10) hours if the applicant holds a CPL (A).

JCAR-FCL 1.195 Theoretical knowledge.

(a) Course. An applicant for an IR (A) shall have received theoretical knowledge instruction on an approved course at an approved flying training organization (FTO).The course should, wherever possible, be combined with a flying training course.

(b) Examination. An applicant shall demonstrate a level of knowledge appropriate to the privileges granted to the holder of an IR (A) and shall meet the requirements set out in JCAR-FCL 1 (A) Subpart J.

JCAR-FCL 1.200 Use of English language.

(See Appendix 1 to JCAR-FCL 1.200)

(a) An applicant for an IR (A), MPL (A), ATPL (A) or validation shall have demonstrated the ability to use the English language as set out in Appendix 1 to JCAR-FCL 1.200.

(b) The holder of an IR (A) issued in accordance with Appendix 1 to JCAR-FCL 1.200 shall have the PPL (A), CPL (A), MPL (A) or ATPL (A) extended with radiotelephony privileges in English.

JCAR-FCL 1.205 Flight Instruction.

(See Appendix 1 to JCAR-FCL 1.205)

An applicant for an IR (A) shall have participated in a course of integrated flying training which includes training for the IR (A) (see JCAR-FCL 1.165) or shall have completed an approved modular flying training course as set out in Appendix 1 to JCAR-FCL 1.205.

JCAR-FCL 1.210 Skill .

(See Appendices 1 and 2 to JCAR-FCL 1.210)

(a) General. An applicant for an IR (A) shall have demonstrated the ability to perform the procedures and maneuvers as set out in Appendices 1 and 2 to JCAR-FCL 1.210 with a degree of competency appropriate to the privileges granted to the holder of an IR (A).

(b) Multi-engine airplanes. For a multi-engine airplane instrument rating the test shall be taken in a multi-engine airplane. An applicant wishing to obtain a type/class rating for the airplane used in the skill test shall also meet the requirements of JCAR-FCL 1.262.

(c) Single-engine airplanes. For a single-engine airplane instrument rating the test shall be taken in a single-engine airplane. A multi-engine centerline thrust airplane shall be considered a single-engine airplane for the purposes of a single-engine airplane IR.

Appendix 1 to JCAR-FCL 1.200 IR (A) - Use of English language.

(See JCAR-FCL 1.200)
(See JCAR-FCL 1 .005(b) (5))
(See JCAR-FCL 1.010(a) (4))
(See Appendix 1 to JCAR-FCL 1.005)
(See Appendix 1 to JCAR-FCL 1.015

Use of English Language.

1. An applicant for or the holder of the IR(A) shall have the ability to use the English language for the following purposes:

(a) Flight. Radio telephony relevant to all phases of flight, including emergency situations. This item in considered to be fulfilled, if the applicant has passed an IR, MPL or ATPL skill test or proficiency check during which the two-way radiotelephony communication is performed in English.

(b) Ground. All information relevant to the accomplishment of a flight, e.g.
- Be able to read and demonstrate an understanding of technical manuals written in English, e.g. an Operations Manual, an Airplane Flight Manual, etc.
- Pre-flight planning, weather information collection, NOTAMs, ATC Flight Plan, etc.
- Use of all aeronautical en-route, departure and approach charts and Associated documents written in English.

This item in considered to be fulfilled , if the applicant has graduated from an IR, MPL or ATP course given in English or if he has passed the theoretical IR or ATPL examination in English.

(c) Communication. Be able to communicate with other crew members in English during all phases of flight, including flight preparation.

This item is considered to be fulfilled, if the applicant for or the holder of an IR (A) has graduated from an MCC course given in English and is holding a certificate of satisfactory completion of that course in accordance with JCAR-FCL 1.250(a) (3) or if he has passed a multi-pilot skill test/proficiency check in accordance with Appendix 1 to JCAR-FCL 1.240 & 1.295, during which the two-way radiotelephony communication and the communication with other crew members are performed in English.

2. Alternatively, the above stated requirements may be demonstrated by having passed a specific examination given by or on behalf of CARC after having undertaken a course of training enabling the applicant to meet all the objectives listed in 1(a), (b) and (c) above.

3. Where the above method of examination referred to in paragraphs (1) and (2) above meets the language proficiency requirements stated in JCAR-FCL 1.010 (a)(4), it may be used for the purpose of issuing a Language Proficiency endorsement in accordance with JCAR-FCL 1.005(b)(5).

Appendix 1 to JCAR-FCL 1.205

IR (A) - Modular flying training course.

(See JCAR-FCL 1.205)

(See Appendix 1 to JCAR-FCL 1.470)

(See AMC JCAR-FCL 1 .205)

1. The aim of the IR (A) modular flying training course is to train pilots to the level of proficiency necessary to operate airplanes under IFR and in IMC in accordance with ICAO PANS-OPS Document 8168. The course consists of two modules, which may be taken separately or combined:
   (a) Basic Instrument Flight Module. This comprises (10) hours of instrument time under instruction, of which up to (5) hours can be instrument ground time in a BITD, FNPT I or II, or a flight simulator (See AMC JCAR-FCL 1.205). This module shall be conducted at an approved flying training organization (FTO). All modules shall be approved by CARC. Upon completing the Basic Instrument Flight Module under the supervision and to the satisfaction of the Head of Training, the candidate shall be issued a Course Completion Certificate (See Appendix 1 to AMC JCAR-FCL 1.205).
   (b) Procedural Instrument Flight Module. This comprises the remainder of the training syllabus for the IR (A), (40) hours single-engine or (45) hours multi- engine instrument time under instruction, and the theoretical knowledge course for the IR (A). This module shall be conducted at an approved FTO. All modules shall be approved by CARC.
2. An applicant for a modular IR (A) course shall be the holder of a PPL (A) or a CPL (A), either license to include the privileges to fly by night, issued in accordance with ICAO Annex 1. 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 Training Organization shall ensure that the applicant for a multi-engine IR(A) course who has not held a multi-engine airplane class or type rating has received the multi-engine

training specified in JCAR-FCL 1.261(b)(2) prior to commencing the flight training for IR(A) course.

3. An applicant wishing to undertake the Procedural Instrument Flight Module of a modular IR (A) course shall be required, under the supervision of the Head of Training of an approved FTO, to complete all the instructional stages in one continuous approved course of training as arranged by that FTO. Prior to commencing the Procedural Instrument Flight Module the FTO shall ensure the competence of the applicant in basic Instrument flying skills. Refresher training shall be given as required. The theoretical knowledge instruction may be given at an approved FTO conducting theoretical knowledge instruction only, in which case the Head of Training of that organization shall supervise that part of the course.

4. The course of theoretical instruction shall be completed within (18) months. The Procedural Instrument Flight Module and the skill test shall be completed within the period of validity of the pass in the theoretical examinations, as set out in JCAR-FCL 1.495.

5. The course shall comprise:
   (a) Theoretical knowledge instruction to the instrument rating knowledge level.
   (b) Instrument flight instruction.

6. The successful completion of the theoretical knowledge examination(s) at paragraph 8 and of the skill test at paragraph 14 fulfills the knowledge and skill requirements for the issue of an IR (A).

Theoretical Knowledge.

7. The theoretical knowledge syllabus for the IR (A) is set out in Appendix 1 to JCAR- FCL 1.470. An approved modular IR (A) course shall comprise at least (200) hours (1 hour = 60 minutes instruction) of instruction, which can include classroom work, inter- active video, slide/tape presentation, learning carrels, computer based training, and other media as approved by CARC, in suitable proportions.

Theoretical Knowledge Examination.

8. An applicant shall demonstrate a level of knowledge appropriate to the privileges of an IR (A) in accordance with the procedures in JCAR-FCL 1 Subpart J.

Flying Training.

9. A single-engine IR(A) course shall comprise at least (50) hours instrument time under instruction of which up to (20) hours may be instrument ground time in a FNPT I, or up to (35) hours in a flight simulator or FNPT II. With the agreement of CARC not more than (10) hours of FNPT II or flight simulator instrument ground time may be conducted in a FNPT I.

10. A multi-engine IR(A) course shall comprise at least (55) hours instrument time under instruction of which up to (25) hours may be instrument ground time in a FNPT I, or up to (40) hours in a flight simulator or FNPT II. With the agreement of CARC not more than (10) hours of FNPT II or flight simulator instrument ground time may be conducted in a FNPT I. The remaining instrument flight instruction shall include at least (15) hours in multi-engine airplanes.
11. The holder of a single-engine IR (A) who also holds a multi-engine type or class rating wishing to obtain a multi-engine IR (A) for the first time shall satisfactorily complete a course at an approved FTO/TRTO comprising at least five hours instruction in instrument flying in multi-engine airplanes, of which (3) hours may be in a flight simulator or FNPT II.

12. The holder of a CPL (A) issued in accordance with ICAO or of a Course Completion Certificate for the Basic Instrument Flight Module may have the total amount of training required in paragraphs 9 or 10 above reduced by (10) hours. The total instrument flight instruction in airplane shall comply with paragraph 9 or 10, as appropriate.

13. The flying exercises up to the IR(A) skill test shall comprise:

(a) Basic Instrument Flight Module. Procedure and maneuver for basic instrument flight covering at least:
- Basic instrument flight without external visual cues
- Horizontal flight.
- Climbing.
- Descending.
- Turns in level flight, climbing, descending.
- Instrument pattern.
- Steep turn.
- Radio navigation.
- Recovery from unusual attitudes.

- Limited panel.
- Recognition and recovery from incipient and full stalls.

(b) Procedural Instrument Flight Module.

(1) 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;

(2) Procedure and maneuvers for IFR operation under normal, abnormal and emergency conditions covering at least:

- Transition from visual to instrument flight on take off.
- Standard instrument departures and arrivals.
- En route IFR procedures.
- Holding procedures.
- Instrument approaches to specified minima.
- Missed approach procedures.
- Landings from instrument approaches, including circling.

(3) In flight maneuvers and particular flight characteristics.

(4) If required, operation of a multi-engine airplane in the above exercises, including operation of the airplane solely by reference to instruments with one engine simulated inoperative and engine shut down and restart. (the latter exercise to be carried out at a safe altitude unless carried out in a flight simulator or FNPT II).

Skill Tests.

14.

(a) On completion of the related flying training and completion of the experience requirements as stated in JCAR-FCL 1.190, the applicant shall take the IR (A) skill test on either a multi-engine airplane or a single-engine airplane in accordance with Appendix 1 and 2 to JCAR-FCL 1.210.

(b) On completion of the course mentioned in paragraph 11 above, the applicant shall take a skill test on a multi-engine airplane in accordance with Appendix 1 and 2 to JCAR-FCL 1.210.

Appendix 1 to JCAR-FCL 1.210

IR (A) - Skill test.

(See JCAR-FCL 1.185 and 1.210) (See IEM JCAR-FCL 1.210)

1. An applicant for a skill test for the IR (A) shall have received instruction on the same class or type of airplane to be used for the skill test. The airplane used for the skill test shall meet the requirements for training airplanes set out in Appendix 1 a to JCAR-FCL 1.055.

2. The administrative arrangements for confirming the applicant‘s suitability to take the test, including disclosure of the applicant‘s training record to the examiner will be determined by CARC.
3. An applicant shall pass sections 1 through 5 of the test/check, and section 6 of Appendix 2 to JCAR-FCL 1.210 if a multi-engine airplane is used. 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 take the failed section again. Failure in any section of the re-test, including those sections that have been passed on a previous attempt, will require the applicant to take the entire test again. All sections of the skill test shall be completed within six months.
4. Further training may be required following any failed test/check. Failure to achieve a pass in all sections of the test in (2) attempts shall require further training as determined by CARC. There is no limit to the number of skill tests that may be attempted.

Conduct of the Test.

5. 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 duration of the flight shall be at least (1) hour.

6. CARC will provide the examiner with safety advice to be observed in the conduct of the test.

7. 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.

8. At the discretion of the examiner, any maneuver 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 re-test.

9. An applicant shall fly the airplane from a position where the pilot-in-command 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 airplane, except when intervention is necessary in the interests of safety or to avoid unacceptable delay to other traffic. Whenever the examiner or another pilot functions as a co-pilot during the test, the privileges of the instrument rating will be restricted to multi-pilot operations A multi-pilot restriction may be removed by the applicant carrying out a skill test in accordance with Appendix 1 to JCAR-FCL 1.210 in a single-pilot airplane with no other crew member involved in the conduct of the flight. The skill test for this purpose may be conducted in an FNPT II or a flight simulator. Responsibility for the flight shall be allocated in accordance with JCARs.

10. Decision heights/altitude. Minimum descent heights/altitudes and missed approach point shall be determined by the applicant and agreed by the examiner.

11. An applicant for IR (A) 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 authorized check list for the airplane 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 airplane used.

12. Flight Test Tolerances.

- The applicant shall demonstrate the ability to:
- Operate the airplane within its limitations.
- Complete all maneuvers with smoothness and accuracy.
- Exercise good judgment and airmanship.
- Apply aeronautical knowledge; and
- Maintain control of the airplane at all times in such a manner that the successful outcome of a procedure or maneuver is never seriously in doubt.

13. The following limits are for general guidance. The examiner shall make allowance for turbulent conditions and the handling qualities and performance of the airplane used.

Height

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

Tracking

On radio aids	±5°
Precision approach	half scale deflection, azimuth and glide path

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.

14. The skill test contents and sections set out in Appendix 2 to JCAR-FCL 1.210 shall be used for the skill test. For the format and application form for the skill test see IEM JCAR-FCL 1.210. Section 2 items d and Section 6 of the skill test may, for safety reasons, be performed in a FNPT II or flight simulator.

Appendix 2 to JCAR-FCL 1.210

Contents of the skill test for the issue of an IR (A)
(See JCAR-FCL 1.185 and 1.210) (See IEM JCAR-FCL 1.210)

Section 1 Pre-Flight Operations and Departure	
Use of checklist, airmanship, anti/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	Pre-flight inspection
e	Weather Minima
f	Taxiing
g	Pre-take off briefing. Take off
h	Transition to instrument flight
i	Instrument departure procedures, altimeter setting
j	ATC liaison - compliance, R/T procedures

Section 2 General Handling	
a	Control of the airplane 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
e	Limited panel, stabilized climb or descent at Rate 1 turns onto given headings, recovery from unusual attitudes.

* May be performed in a Flight Simulator or FNPT II

\+ May be performed in either Section 4 or Section 5

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, trim technique
d	Altimeter setting
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 and compliance, R/T procedures

Section 4 Precision Approach Procedures	
a	Setting and checking of navigational aids, identification of facilities
b	Arrival procedures, altimeter checks
c	Approach and landing briefing, including descent/approach/landing checks
d+	Holding procedure
e	Compliance with published approach procedure
f	Approach timing
g	Altitude, speed heading control, (stabilized approach)
h+	Go-around action
i+	Missed approach procedure / landing
j	ATC liaison - compliance, R/T procedures

* May be performed in a Flight Simulator or FNPT II

\+ May be performed in either Section 4 or Section 5

Section 5 Non-Precision Approach Procedures	
a	Setting and checking of navigational aids, identification of facilities
b	Arrival procedures, altimeter settings
c	Approach and landing briefing, including descent/approach/landing checks
d+	Holding procedure
e	Compliance with published approach procedure
f	Approach timing
g	Altitude, speed, heading control, (stabilized approach)
h+	Go-around action
i+	Missed approach procedure/landing
j	ATC liaison - compliance, R/T procedures

Section 6 Simulated Asymmetric Flight (If Applicable)	
a	Simulated engine failure after take-off or on go-around
b	Asymmetric approach and procedural go-around
c	Asymmetric approach and landing, missed approach procedure
d	ATC liaison: compliance, R/T procedures, Airmanship

* May be performed in a Flight Simulator or FNPT II

\+ May be performed in either Section 4 or Section 5

Subpart- F

Class and Type Rating (Airplane)

JCAR-FCL 1.215 Class ratings (A)

(a) Divisions. Class ratings shall be established for single-pilot airplanes not requiring a type rating as follows:
  (1) All single-engine piston airplanes (land).
  (2) All single-engine piston airplanes (sea).
  (3) All touring motor gliders.
  (4) Each manufacturer of single- engine turbo-prop airplanes (land).
  (5) Each manufacturer of single- engine turbo-prop airplanes (sea).
  (6) All multi-engine piston airplanes (land); and
  (7) All multi-engine piston airplanes (sea).

(b) Listings.
  (1) Class ratings for airplanes will be issued according to the associated administrative procedures accepted by CARC. In order to change to another type or variant of the airplane within one class rating, differences or familiarization training is required.
  (2) Reserved.
  (3)

(c) he requirements for the issue, the revalidation, renewal for the following class ratings are at the discretion of CARC:
  (1) Sea-planes.
  (2) Multi-engine centerline thrust airplanes.
  (3) Single seat airplanes.

JCAR-FCL 1.220 Type ratings (A).

(a) Criteria. For the establishment of type ratings for airplanes other than those included in JCAR-FCL 1.215, all of the following shall be considered:
  (1) Airworthiness type certificate.
  (2) Handling characteristics.
  (3) Certificated minimum flight crew complements.
  (4) Level of technology.

(b) Divisions. Type ratings for airplanes shall be established for:
  (1) Each type of multi-pilot airplane; or
  (2) Each type of single - pilot multi-engine airplane fitted with turbo-prop or turbojet engines; or
  (3) Each type of single-pilot single-engine airplane fitted with a turbojet engine; or

(4) Any other type of airplane if considered necessary.

(c) Listing.

(1) Type ratings for airplanes will be issued in accordance with the applicable associated administrative procedures of CARC. In order to change to another variant of the airplane within one type rating, differences or familiarization training is required.

(2)

(i) Airplanes not type certificated in accordance with JCAR CS-23, Commuter Category or JCAR CS-25.,or

(ii) Airplanes type certificated in Jordan under special registration such as military, ex-military, experimental or vintage airplanes, are not listed in the associated administrative procedures.

(3) Reserved.

JCAR-FCL 1.221 High performance single pilot airplanes.

(a) Criteria. For the establishment of a class or type rating of a single-pilot airplane designated as high performance, all the following shall be considered:

(1) Type of power plant.

(2) Provision and capabilities of airframe systems.

(3) Cabin pressurization.

(4) Capabilities of navigation systems.

(5) Performance both airfield and en route.

(6) Handling characteristics.

(b) Listings. Airplanes designated as high performance shall be listed as such in the associated administrative procedures within the relevant class or type rating list using the annotation High performance airplanes.

JCAR-FCL 1.225 Circumstances in which type or class ratings are required.

The holder of a pilot license shall not act in any capacity as a pilot of an airplane except as a pilot undergoing skill testing or receiving flight instruction unless the holder has a valid and appropriate class or type rating. When a class or type rating is issued limiting the privileges to acting as co-pilot only, or to any other conditions agreed upon CARC, such limitations shall be endorsed on the rating.

JCAR-FCL 1.230 Special authorization of type or class ratings.

For the non-revenue special purpose flights e.g. aircraft flight testing, special authorization may be provided in writing to the JCAR-FCL 1 class or type rating license holder by CARC in accordance with JCAR-FCL 1.225. This authorization shall be limited in validity to completing a specific task.

JCAR-FCL 1.235 Type and class ratings –Privileges, number and variants

(a) Privileges. Subject to JCAR-FCL 1.215(b) & (c) and JCAR-FCL 1.220(a) & (b) above, the privileges of the holder of a type or class rating are to act as a pilot on the type or class of airplane specified in the rating.

(b) Number of type/class ratings held. There is no JCAR-FCL 1 limit to the number of ratings that may be held at one time. JCAR-OPS 1, however, may restrict the number of ratings that can be exercised at any one time.

(c) Variants. 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 will be required except for types or variants within the SEP class rating.

(1) Differences training require additional knowledge and training on an appropriate training device or the airplane. The differences training shall be entered in the pilot‘s logbook or equivalent document and signed by a CRI/TRI/SFI (A) or FI (A) as appropriate.

(2) Familiarization training requires the acquisition of additional knowledge.

JCAR-FCL 1.240 Type and class ratings – Requirements.

(See Appendices 1 to 3 to JCAR-FCL 1.240)

(a) General

(1) An applicant for a type rating for a multi-pilot type of airplane shall comply with the requirements for type ratings set out in JCAR-FCL 1.250, 1.261 and 1.262;

(2) An applicant for a type rating for a single-pilot type of airplane shall comply with the requirements set out in JCAR-FCL 1.255, 1.261(a), (b) and (c) and 1.262(a), and if applicable JCAR-FCL 1.251.

(3) An applicant for a class rating for a class of airplanes shall comply with the requirements set out in JCAR-FCL 1.260, 1.261(a), (b) and (c) and 1.262(a), and if applicable JCAR-FCL 1.251.

(4) The type rating course, including theoretical knowledge, shall be completed within the (6) months preceding the skill test.

(5) At the discretion of CARC, an airplane class or type rating may be issued to an applicant who meets the requirements for that rating of an ICAO contracting State, provided JCAR-FCL 1.250, 1.255 or 1.260 as applicable, and are met. Such a rating will be restricted to airplanes registered in that ICAO contracting State, or operated by an operator of that ICAO contracting State. The restriction may be removed when the holder has completed at least (500) hours of flight as a pilot on the type/class and complied with the revalidation requirements of JCAR-FCL 1.245, and if applicable JCAR-FCL 1.251.

(6) A valid type rating contained in a license issued by an ICAO contracting state may be transferred to a JCAR-FCL 1 license, subject to the appropriate proficiency check, provided the applicant is in current flying practice and has not less than (500) hours flying experience as a pilot on that type, provided JCAR-FCL 1.250, 1.251, 1.255 or 1.260 as applicable, are met.

(7) A valid class rating contained in a license issued by an ICAO contracting State may be transferred to a JCAR-FCL 1 license, subject to the appropriate proficiency check provided the applicant is in current flying practice and has not less than (100) hours flying experience as a pilot in that class, provided JCAR- FCL 1.251 or 1.260, as applicable, are met.

(8) Reserved.

(b) Skill test

(1) The skill test contents and sections for a rating for multi-engine multi- pilot airplanes are set out in Appendices 1 and 2 to JCAR-FCL 1.240; and
(2) The skill test contents and sections for a rating for multi-engine single-pilot airplanes and for single-engine airplanes are set out in Appendices 1 and 3 to JCAR-FCL 1.240.

Each applicable item in the appropriate skill test shall be satisfactorily completed within the (6) months immediately preceding the date of receipt of the application for the rating.

JCAR-FCL 1.245 Type and class ratings – Validity, revalidation and renewal.
(See Appendices 1 to 3 to JCAR-FCL 1.240)

(a) Type ratings and multi-engine class ratings, airplane – Validity. Type ratings and multi-engine class ratings for airplanes are valid for (1) year from the date of issue, or the date of expiry if revalidated within the validity period.

(b) Type ratings and multi-engine class ratings, airplane Revalidation. For revalidation of type ratings and multi-engine class ratings, airplane, the applicant shall complete:
(3) A proficiency check in accordance with Appendix 1 to JCAR-FCL 1.240 in the relevant type or class of airplane within the (3) months immediately preceding the expiry date of the rating; and

(4) At least (10) route sectors as pilot of the relevant type or class of airplane, or (1) route sector as pilot of the relevant type or class of airplane or flight simulator flown with an examiner during the period of validity of the rating.
(5) The revalidation of an IR (A), if held, should be combined with the type/class rating proficiency check in accordance with Appendix 1 to JCAR-FCL 1.240 & 1.295.

(c) Single-pilot single-engine class ratings validity and validation. Single-pilot single- engine class ratings are valid for (2) years from the date of issue, or the date of expiry if revalidated within the validity period.

(1) All single-engine piston airplane class ratings (land) and all touring motor glider ratings-revalidation. For revalidation of All single-engine piston airplane class ratings (land) and /or touring motor glider class ratings the applicant shall:

(i) Within the three months preceding the expiry date of the rating, pass a proficiency check in accordance with Appendix 1 and 3 to JCAR-FCL 1.240 or Appendix 1 and 2 to JCAR-FCL 1.210 with an authorized examiner in the relevant class; or

(ii) (Within the (12) months preceding the expiry of the rating complete (12) hours flight time in a single engine piston airplane or touring motor glider including:

- (6) hours of pilot-in- command time.
- (12) take-offs and (12) landings; and
- A training flight of at least one hour‘s duration with a FI (A) or CRI (A). This flight may be replaced by any other proficiency check or skill test.

(iii) When the applicant holds both a single-engine piston airplane (land) class rating and a touring motor glider rating, he may complete the requirements in

(iv) Above in either class or in (ii) above in either class or a mixture of the classes, and achieve a revalidation of both ratings.

(2) Single-engine turbo-prop airplanes (land) single-pilot - Revalidation. For revalidation of single-engine turbo-prop (land) class ratings the applicant shall within the (3) months preceding the expiry date of the rating, pass a proficiency check with an authorized examiner on the relevant class of airplane.

(d) An applicant who fails to achieve a pass in all sections of a proficiency check before the expiry date of a type or class rating shall not exercise the privileges of that rating until the proficiency check has successfully been completed.

(e) Extension of the validity period or revalidation of ratings in special circumstances:

(1) When the privileges of an aircraft type, class or instrument rating are being exercised solely on an airplane registered in an ICAO contracting state , CARC may at its discretion extend the validity period of the rating, or revalidate the rating provided the requirements of that ICAO contracting State are fulfilled.

(2) When the privileges of an aircraft type, class or instrument rating are being exercised in Jordan registered airplane operated by an operator of an ICAO contracting State under the provisions of Article 83 bis of the International Convention on Civil Aviation, Chicago, CARC may at its discretion extend the validity period of the rating, or revalidate the rating provided the requirements of that ICAO contracting State are fulfilled.

(3) Any rating extended or revalidated under the provisions of (2) above shall be revalidated in accordance with JCAR-FCL 1.245(b) or (c) and, if applicable, JCAR-FCL 1.185

before the privileges are exercised on aircraft registered in and operated by Jordanian operator.

(4) A rating issued or used in an ICAO contracting State may remain in a JCAR-FCL 1 license at the discretion of CARC provided the requirements of that State are

fulfilled and the rating is restricted to aircraft registered in that State.

(f) Expired Ratings

(1) If a type rating or multi-engine class rating has expired, the applicant shall meet any refresher training requirements as determined by CARC and complete a proficiency check in accordance with Appendices 1 and 2 or 3 to JCAR-FCL 1.240. The rating will be valid from the date of completion of the renewal requirements.

(2) If a single-pilot single-engine class rating has expired, the applicant shall complete the skill test in Appendices 1 and 3 to JCAR-FCL 1.240.

(g) Compliance with JCAR-OPS 1. The revalidation requirements of JCAR-FCL 1.245 (b) will be met when an applicant operating under JCAR-OPS 1 fulfils the Operator Proficiency Check requirements contained in JCAR-OPS 1.965, and if the operator demonstrates to the satisfaction of CARC that the mandatory items from Appendix 2 or 3 to JCAR-FCL 1.240 are fulfilled during the (12) months prior to the revalidation in accordance with JCAR-OPS 1.965(a) (2). For this purpose the Operator Proficiency Check shall be performed in the three months immediately preceding the expiry date of the rating.

JCAR-FCL 1.246 Instrument Rating, revalidation and renewal.

(See JCAR-FCL 1.185)

(See Appendix 1 to JCAR-FCL 1.246)

(a) Revalidation

An IR (A) shall be revalidated within the (3) months immediately preceding the expiry date of the rating. Whenever possible, revalidation of an IR (A) shall be combined with the Proficiency check for revalidation of a type or class rating.

(1) An applicant for the revalidation of an IR (A) when combined with a class rating or a type rating shall complete a proficiency check in accordance with Appendix 1 and 2 to JCAR-FCL 1.240 & 1.295 or Appendix 3 to JCAR-FCL 1.240. In this case the instrument rating will be valid for the same period as the class or type rating, except in

the case of a single-engine airplane class rating revalidation where the validity period of the instrument rating will be (12) months.

(2) An applicant for the revalidation of an IR(A) when not combined with the revalidation of a class or type rating shall :
(i) Complete section 3 (b) of Appendix 3 to JCAR-FCL 1.240;

(ii) And those parts of Section 1 relevant to the intended flight;
(3) And, for multi-engine airplane, section 6 of Appendix 3 to JCAR-FCL 1.240 as a proficiency check by sole reference to instruments. An FNPT II or flight simulator may be used but at least each alternate proficiency Check for the revalidation of an IR (A) in these circumstances shall be performed in an Airplane.
(4) Cross-credit shall be given in accordance with the Appendix 1 to JCAR-FCL 1.246.
(5) An applicant who fails to achieve a pass in the relevant section of an IR(A) proficiency check in accordance with JCAR-FCL 1.246 (a)(1) or (a)(2), before the expiry date of an instrument rating shall not exercise the IR(A) privileges until the proficiency check has successfully been completed.

(b) Renewal.
(1) If an instrument rating, has expired, the applicant shall:
(i) Meet refresher training and additional requirements as determined by CARC, and
(ii) Complete section (3) (b) of Appendix 3 to JCAR-FCL 1.240 including the flight preparation as a skill test.

(2) The rating will be valid from the date of completion of the renewal requirements.

JCAR-FCL 1.250 Type rating, multi-pilot – Conditions.
(See AMC JCAR-FCL 1.261(d))
(See Appendix 1 to JCAR-FCL 1.261(d))
(See Appendix 1 to JCAR-FCL 1. 520 & 1 .525)

(a) Pre-requisite conditions for training. An applicant for the first time type rating course for a multi- pilot airplane type shall:
(1)
(i) Have at least (70) hours as pilot in command of airplane.
(ii) Hold or have held a multi-engine instrument rating IR (A);
(iii) Hold a certificate of satisfactory completion of multi-crew co-operation (MCC). If the MCC course is to be added to the type rating course (see JCAR-FCL 1.261 and

1.262 and AMC JCAR-FCL 1.261(d) and Appendix 1 to JCAR-FCL 1.261(d), this requirement is not applicable; and

(iv) Have met the requirements of JCARFCL 1.285, or

(2) Be a student currently undergoing training on MPL (A) integrated training course.

(b) Applicants having:

(1) Either a certificate of satisfactory completion of MCC in accordance with JCAR- FCL 2 and experience of more than (100) hours as a pilot of a multi-pilot helicopter, or

(2) Experience of more than (500) hours as a pilot on multi-pilot helicopter, or

(3) Experience of at least (500) hours as a pilot in multi-pilot operation in accordance with JCAR-OPS on single pilot- airplanes JCAR-CS 23 multi-engine airplanes or equivalent, shall be considered to meet the requirements of MCC;

(c) The level of knowledge assumed to be held by holders of the PPL(A) or CPL(A) and type ratings for multi-pilot airplanes issued under requirements other than JCAR-FCL 1 will not be a substitute for showing compliance with the requirements of (4) above.

JCAR-FCL 1.251 Type, class ratings for single pilot high performance airplanes-conditions.

(See Appendix 1 to JCAR-FCL 1.251) (See AMC JCAR-FCL 1.251)

(a) Pre-requisite conditions for training. An applicant for a first time type or class rating for a single-pilot high performance airplane (HPA) shall:

(1) Have at least (200) hours total flying experience.

(2) Have met the requirements of JCAR-FCL 1.255 or 1.260, as appropriate; and

(3)

(i) hold a certificate of satisfactory completion of a pre-entry approved course in accordance with Appendix 1 to JCAR-FCL 1.251 to be conducted by FTO or a TRTO; or

(ii) Have passed at least the ATPL(A) theoretical knowledge examinations in accordance with JCAR-FCL 1.285; or

(iii) Hold a valid ICAO ATPL(A) or CPL/IR with theoretical knowledge credit for ATPL(A).

(b) The holder of a JCAR part 61 which includes a class or type rating for a high performance single pilot airplane shall be credited with the theoretical knowledge requirement of paragraph (a)(3) above when that rating is transferred to a JCAR-FCL 1 license.

JCAR-FCL 1.255 Type rating, single-pilot – Conditions. Experience –multi engine airplane only.

An applicant for a first time type rating on a single- pilot multi-engine airplane shall have completed at least (70) hours as pilot-in-command of airplanes.

JCAR-FCL 1.260 Class rating – Conditions. Experience –multi engine airplane only.

An applicant for a class rating for a single- pilot multi-engine airplane shall have completed at least (70) hours as pilot-in-command of airplanes.

JCAR-FCL 1.261 Type and class ratings – Knowledge and flight instruction.

(See Appendix 1 to JCAR-FCL 1.261 (a)
(See AMC JCAR-FCL 1.261 (a)), (See Appendix 1 to JCAR-FCL 1.261 (c) (2)
(See Appendices 1, 2 and 3 to JCAR-FCL 1.240), (See Appendix 1 to JCAR-FCL 1.261(d)), (See Appendix 2 to JCAR-FCL 1.055), (See AMC JCAR-FCL 1.261(c) (2)) (See AMC JCAR-FCL 1.261(d)), (See JCAR-FCL 1.251)
(See AMC JCAR-1.251)

(a) Theoretical knowledge instruction and checking requirements.

(1) An applicant for a class or type rating for single- or multi-engine airplanes shall have completed the required theoretical knowledge instruction (see Appendix 1 to JCAR-FCL 1.261(a) and AMC JCAR-FCL 1.261(a)) and demonstrated the level of knowledge required for the safe operation of the applicable airplane type.

(2) Multi-engine airplanes only. An applicant for a single-pilot multi-engine class rating shall have completed not less than (7) hours theoretical knowledge instruction in multi-engine airplane operation.

(b) Flight instruction.

(1) An applicant for a class/type rating for single-engine and multi-engine single-pilot airplanes shall have completed a course of flight instruction related to the class/type rating skill test (see Appendix 3 to JCAR-FCL 1.240).

(2) Multi-engine airplanes only. An applicant for a single-pilot multi-engine class/type rating shall have completed not less than (2 hrs. 30 min.) dual flight training under normal conditions of multi-engine airplane operation, and not less than (3 hrs. 30 min.) dual flight training in engine failure procedures and asymmetric flight techniques.

(3) An applicant for a type rating for multi-pilot airplanes shall have completed a course of flight instruction related to the type rating skill test (see Appendix 2 to FCL 1.240).

(c) Conduct of training courses.

(1) Training courses for the above purpose shall be conducted by a FTO or a TRTO. Training courses may also be conducted by a facility or a sub-contracted facility provided by an operator or a manufacturer.

(2) Such courses shall be approved by CARC (see AMC JCAR-FCL 1.261(c) (2)) and such facilities shall meet the relevant requirements of Appendix 2 to JCAR-FCL 1.055, as determined by CARC. For Zero Flight time Training (ZFTT) see Appendix 1 to JCAR-FCL 1.261 (c) (2)).

(3) Notwithstanding paragraphs (c) (1) and (2) above, training courses for a single- engine airplane class rating or touring motor glider class rating may be conducted by an FI or a CRI.

(d) Multi-crew co-operation training. (see also JCAR-FCL 1.250(a)(3)

(1) The course is intended to provide MCC training in two circumstances:

(i) For students attending an ATP integrated course in accordance with the aim of that course (see Appendix 1 to JCAR-FCL 1.160 & 1.165(a)(1)).

(ii) For PPL/IR or CPL/IR holders, who have not graduated from an ATP integrated course but who wish to obtain an initial type rating on multi- pilot airplanes (see JCAR-FCL 1.250(a) (3)).

The MCC course shall comprise at least (25) hours of theoretical knowledge instruction and exercises and (20) hours of MCC training. Students attending an ATP integrated course may have the practical training reduced by (5) hours. Wherever possible, the MCC training should be combined with the initial type rating course on multi-pilot airplanes.

(2) The MCC training shall be accomplished within (6) months under the supervision of either the Head of Training of an approved FTO or an approved TRTO or on an

approved training course conducted by an operator. A course conducted by an operator shall meet the relevant requirements of Appendix 2 to JCAR-FCL 1.055, as determined by CARC. For further details on MCC training see Appendix 1 to JCAR-FCL 1.261(d)) and AMC to JCAR-FCL 1.261(d). A FNPT II or a flight simulator shall be used. Wherever possible, the MCC training should be combined with the initial type rating training for a multi-pilot airplane, in which case the practical MCC training may be reduced to not less than (10) hours if the same flight simulator is used for both the MCC and type rating training.

JCAR-FCL 1.262 Type and class ratings – Skill.

(See Appendices 1, 2 and 3 to JCAR-FCL 1.240)

(See Appendix 1 to AMC to JCAR-FCL 1.261(d))

(a) Single-pilot skill test. An applicant for a type or class rating for a single pilot airplane shall have demonstrated the skill required for the safe operation of the applicable type or class of airplane, as set out in Appendices 1 and 3 to JCAR-FCL 1.240.

(b) Multi-pilot skill test. An applicant for a type rating for a multi-pilot airplane shall have demonstrated the skill required for the safe operation of the applicable type of airplane in a multi-crew environment as a pilot-in-command or a co-pilot as applicable, as set out in Appendices 1 and 2 to JCAR-FCL 1.240.

(c) Multi-crew co-operation. On completion of the MCC training the applicant shall either demonstrate the ability to perform the duties of a pilot on multi-pilot airplanes by passing the type rating skill test on multi-pilot airplanes as set out in Appendices 1 and 2 to JCAR-FCL 1.240, or shall be given a certificate of completion of MCC as shown in Appendix 1 to AMC to JCAR-FCL 1.261(d).

Appendix 1 to JCAR-FCL 1.240 & 1.295

Skill test and proficiency check for airplane type/class ratings and ATPL.
(See JCAR-FCL 1.240 through 1.262 and 1.295) (See Appendix 1 to JCAR-FCL 1.261(a))
(See Appendix 1 to JCAR-FCL 1 .520 & 1 .525) (See AMC JCAR-FCL 1.261(a))

1. The applicant shall have completed the required instruction in accordance with the syllabus (see also Appendix 1 to JCAR-FCL 1.261(a) and Appendices 2 & 3 to JCAR- FCL 1.240). When agreed by CARC, the syllabus may be reduced to give credit for previous experience on similar aircraft types. The administrative arrangements for confirming the applicant‘s suitability to take the test, including disclosure of the applicant‘s training record to the examiner shall be determined by CARC.

2. Items to be covered in skill tests/proficiency checks are given in the applicable Appendix 2 & 3 to JCAR-FCL 1.240. When agreed by CARC, credit may be given for skill test items common to other types or variants where the pilot is experienced on that other type. These credits shall not apply during a skill test for the ATPL. With the approval of CARC, several different skill test/proficiency check scenarios may be developed containing simulated line operations. The examiner will select one of these scenarios. Flight simulators, if available and other training devices as approved shall be used.

3.

(a) For SPA. The applicant shall pass all sections of the skill test/proficiency check. 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/check again. Any applicant failing only one section shall take the failed section again. Failure in any section of the re-test/re-check including those sections that have been passed at a previous attempt will require the applicant to take the entire test/check again.

(b) For MPA. The applicant shall pass all sections of the skill test/proficiency check. Failure of more than five items will require the applicant to take the entire test/check again. Any applicant failing 5 or less items shall take the failed items again. Failure in any item on the re-test/check including those items that have been passed at a previous attempt will require the applicant to take the entire check/test again.

(c) In case the applicant fails only or does not take Section 6, the type rating will be issued without Cat II or III privileges.

(d) Section 6 is not part of the ATPL or MPL skill test.

4. Further training may be required after a failed test/check. Failure to achieve a valid pass in all sections in two attempts shall require further training as determined by the examiner. There is no limit to the number of skill tests/proficiency checks that may be attempted.

Conduct of the Test/Check – General.

5. CARC will provide the examiner with safety criteria to be observed in the conduct of the test/check.
6. Should an applicant choose not to continue with a test/check for reasons considered inadequate by the examiner, the applicant will be regarded as having failed those items not attempted. If the test/check is terminated for reasons considered adequate by the examiner, only those items not completed shall be tested in a further flight.

7. At the discretion of the examiner any maneuver or procedure of the test/check may be repeated once by the applicant. The examiner may stop the test/check at any stage if it is considered that the applicant‘s competency requires a complete re-test/re-check.

8. Checks and procedures shall be carried out/completed in accordance with the authorized check list for the airplane used in the test/check and, if applicable, with the MCC concept. 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 airplane used. Decision heights/altitude, minimum descent heights/altitudes and missed approach point shall be determined by the applicant for the ATPL (A) and/or for the type/class rating holder during the proficiency check, as applicable.

Special Requirements for the Skill Test/Proficiency Check for a Multi-Pilot Airplane and for the Skill Test Required for the ATPL (A).

9. The test/check for a multi-pilot airplane shall be performed in a multi-crew environment. Another applicant or qualified pilot may function as second pilot. If an airplane, rather than a simulator, is used for the test/check, the second pilot shall be an instructor.

10. An applicant shall be required to operate as ‗pilot flying‘ (PF) during all sections of the test/check, except item 2.6 and abnormal and emergency procedures items 3.4.0 to 3.4.14 and items 3.6.0 to 3.6.9 which may be conducted as PF or PNF in accordance with Multi-Crew Co-operation (in accordance with Appendix 2 to JCAR-FCL1.240 & 1.295). The applicant for the initial issue of a multi-pilot airplane type rating or ATPL (A) shall also demonstrate the ability to act as ‗pilot not flying‘ (PNF). The applicant may choose either

the left hand or the right hand seat for the test/check if all items in the test/check can be executed from the selected seat.

11. The following matters shall be specifically checked when testing/checking applicants for the ATPL(A) or a type rating for multi-pilot airplanes extending to the duties of a pilot-in-command, irrespective of whether the applicant acts as PF or PNF:
    (a) Management of crew co-operation.
    (b) Maintaining a general survey of the airplane 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.

12. The test/check should be accomplished under IFR and as far as possible in a simulated commercial air transport environment. An essential element is the ability to plan and conduct the flight from routine briefing material.

Flight Test Tolerance.

13. The applicant shall demonstrate the ability to:
    (a) Operate the airplane within its limitations.
    (b) Complete all maneuvers with smoothness and accuracy.
    (c) Exercise good judgment and airmanship.
    (d) Apply aeronautical knowledge.
    (e) Maintain control of the airplane at all times in such a manner that the successful outcome of a procedure or maneuver is never in doubt.
    (f) Understand and apply crew co-ordination and incapacitation procedures, if applicable; and
    (g) Communicate effectively with the other crew members, if applicable.

14. The following limits are for general guidance. The examiner shall make allowance for turbulent conditions and the handling qualities and performance of the type of airplane used.

Height

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

Tracking

On radio aids	± 5°
Precision approach	half scale deflection, azimuth and glide path

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 Skill Test/Proficiency Check

15.

(a) The skill test and proficiency check contents and sections are set out in Appendix 2 to JCAR-FCL 1.240 for multi-pilot airplanes and at Appendix 3 to JCAR-FCL 1.240 for single-pilot airplanes. For the format and application form to the skill test See IEM JCAR-FCL 1.240(1) and (2).

(b) When the type rating course includes less than 2 hours flight training on the airplane, the skill test may be flight simulator only and may be completed before the flight training on the airplane. In that case, a certificate of completion of the type rating course including the flight training on the airplane shall be forwarded to CARC before the new type rating is entered in the applicant‘s license.

Appendix 2 to JCAR-FCL 1.240 & 1.295

Contents of the ATPL/MPL/type rating/training/skill test and proficiency check on multi-pilot airplanes

(See JCAR-FCL 1.240 through 1.262 and 1.295)

(See Appendix 1 to JCAR-FCL 1 .520 & 1 .525)

1. The following symbols mean.

   P = Trained as Pilot-in-command or Co-pilot and as Pilot Flying (PF) and Pilot Not Flying (PNF) for the issue of a type rating as applicable.

   X = Simulators shall be used for this exercise, if available; otherwise an aircraft shall be used if appropriate for the maneuver or procedure.

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

2. 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 (----->).

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

   A = Airplane
   FS = Flight Simulator
   FTD = Flight Training Device OTD = Other Training Devices

4. The starred items (*) shall be flown solely by reference to instruments. If this condition is not met during the skill test or proficiency check, the type rating will be restricted to VFR only.

5. Where the letter _M‘ appears in the skill test/proficiency check column this will indicate the mandatory exercise.

6. A flight simulator shall be used for practical training and testing if the simulator forms part of an approved type-rating course. The following considerations will apply to the approval of the course:
   (a) The qualification of the flight simulator or FNPT II as set out in JCAR-STD.
   (b) The qualifications of the instructor and examiner.
   (c) The amount of line-orientated simulator training provided on the course.

   (d) The qualifications and previous line operating experience of the pilot under training; and

(e) The amount of supervised line flying experience provided after the issue of the new type rating.

	Practical Training					ATPL/MPL/TYPE-RATING SKILL TEST/PROF CHECK	
Maneuvers/Procedures (including Multi-Crew Cooperation)	OTD	FTD	FS	A	Instructor's initials when training completed	Chkd in FS A	Examiner's initials when test completed
Section 1							
1 Flight preparation 1.1 Performance calculation	P						
1.2 Airplane ext. visual inspect.; location of each item and purpose of inspection	[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	
1.5 Taxiing in compliance with air traffic control or instructions of instructor			P---->	---->			
1.6 Before take-off checks		P---->	---->	---->		M	
Section 2							
2 Take-offs 2.1 Normal take offs with different flap settings, including expedited take off			P---->	---->			
2.2* Instrument take-off; transition to instrument flight is required during rotation or immediately after becoming airborne			P---->	---->			
2.3 Cross wind take-off (A, if practicable)			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 2.5.1* shortly after reaching V2,			P---->	---->			

	Practical Training					ATPL/MPL/TYPE-RATING SKILL TEST/PROF CHECK	
Maneuvers/Procedures (including Multi-Crew Cooperation)	OTD	FTD	FS	A	Instructor's initials when training completed	Chkd in FS A	Examiner's initials when test completed
(In airplanes which are not certificated as transport category airplanes (JCAR-CS 25) or as commuter category airplanes JCAR-CS 23), the engine failure shall not be simulated until reaching a minimum height of 500ft above runway end. In airplanes having the same performance as a transport category airplane 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 FS Only	
2.6 Rejected take-off at a reasonable speed before reaching V1.			P---->	---->X		M	
Section 3 3 Flight Maneuvers and Procedures 3.1 Turns with and without spoilers			P----B	---->			
3.2 Tuck under and Mach buffets after reaching the critical Mach number, and other specific flight characteristics of the airplane (e.g. Dutch Roll)			P---->	---->X An aircraft may not be used for this exercise			
3.3 Normal operation of systems and controls engineer's panel	P---->	---->	---->	---->			

	Practical Training					ATPL/MPL/TYPE-RATING SKILL TEST/PROF CHECK	
Maneuvers/Procedures (including Multi-Crew Cooperation)	OTD	FTD	FS	A	Instructor's initials when training completed	Chkd in FS A	Examiner's initials when test completed
3.4 Normal and abnormal operations of following systems:						M	A mandatory minimum of 3 abnormal shall be selected from 3.4.0 to 3.4.14 inclusive.
3.4.0 Engine (if necessary propeller)	P---->	---->	---->	---->			
3.4.1 Pressurization and air-conditioning	P---->	---->	---->	---->			
3.4.2 Pitot/static system	P---->	---->	---->	---->			
3.4.3 Fuel system	P---->	---->	---->	---->			
3.4.4 Electrical system	P---->	---->	---->	---->			
3.4.5 Hydraulic system	P---->	---->	---->	---->			
3.4.6 Flight control and Trim-system	P---->	---->	---->	---->			
3.4.7 Anti- and de-icing system, Glare shield heating	P---->	---->	---->	---->			
3.4.8 Autopilot/Flight director	P---->	---->	---->	---->			
3.4.9 Stall warning devices or stall avoidance devices, and stability augmentation devices	P---->	---->	---->	---->			
3.4.10 Ground proximity warning system Weather radar, radio altimeter, transponder	P---->	---->	---->	---->			
3.4.11 Radios, navigation equipment, instruments, flight management system	P---->	---->	---->	---->			
3.4.12 Landing gear and brake	P---->	---->	---->	---->			
3.4.13 Slat and flap system	P---->	---->	---->	---->			
3.4.14 Auxiliary power unit	P---->	---->	---->	---->			
Intentionally left blank							

	Practical Training					ATPL/MPL/TYPE-RATING SKILL TEST/PROF CHECK	
Maneuvers/Procedures (including Multi-Crew Cooperation)	OTD	FTD	FS	A	Instructor's initials when training completed	Chkd in FS A	Examiner's initials when test completed
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, shut-down 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		FS 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 airplane Flight Manual		P---->	-->	---->			
3.6.9 ACAS event	P→	---->	-->	---->		FS only	
3.7 Steep turns with 45° bank, 180° to 360° left and right		P---->	---->	---->			
3.8 Early recognition and counter measures on approaching stall (up to activation of stall warning device) in take-off configuration (flaps in take-off position), in cruising flight configuration and in landing configuration (flaps in landing position, gear extended)			P---->	---->			
3.8.1 Recovery from full stall or after activation of stall warning device in climb, cruise and approach configuration			P	X			

	Practical Training					ATPL/MPL/TYPE-RATING SKILL TEST/PROF CHECK	
Maneuvers/Procedures (including Multi-Crew Cooperation)	OTD	FTD	FS	A	Instructor's initials when training completed	Chkd in FS A	Examiner's initials when test completed
3.9 Instrument flight procedures							
3.9.1* Adherence to departure and arrival routes and ATC instructions		P---->	---->	---->		M	
3.9.2* Holding procedures		P---->	---->	---->			
3.9.3* Precision approaches down to a decision height (DH) not less than 60 m (200 ft)							
3.9.3.1* manually, without flight director			P---->	---->		M (skill test only)	
3.9.3.2* manually, with flight director			P---->	---->			
3.9.3.3* with autopilot			P---->	---->			
3.9.3.4* manually, with one engine simulated inoperative; engine failure has to be simulated during final approach from before passing the outer marker (OM) until touchdown or through the complete missed approach procedure In airplanes which are not certificated as transport category airplanes (JCAR-CS 25) or as commuter category airplanes (JCAR-CS 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 3.9.4. The go-around shall be initiated when reaching the published obstacle clearance height (OCH/A), however, not later than reaching a minimum descent height/altitude (MDH/A) of 500 ft above runway threshold elevation. In airplanes having the same performance as a transport category airplane regarding take Off mass and density altitude, the instructor may simulate the engine failure in accordance with 3.9.3.4			P---->	---->		M	

	Practical Training					ATPL/MPL/TYPE-RATING SKILL TEST/PROF CHECK	
Maneuvers/Procedures (including Multi-Crew Cooperation)	OTD	FTD	FS	A	Instructor's initials when training completed	Chkd in FS A	Examiner's initials when test completed
3.9.4* NDB or VOR/LOC-approach down to the MDH/A			P---->	---->		M	
3.9.5 Circling approach under following conditions: (a)* approach to the authorized 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 final approach used in item a), at the authorized minimum circling approach altitude; Remark: if a) and b) are not possible due to ATC reasons a simulated low visibility pattern may be performed			P*---->	---->			
Section 4 4 Missed Approach Procedures 4.1 Go-around with all engines operating* after an ILS approach on reaching decision height.			P*---->	---->			
4.2 Other missed approach procedures			P*---->	---->			
4.3* Manual Go-around with the critical engine simulated inoperative after an instrument approach on reaching DH, MDH or MAPt			P*---->	---->		M	
4.4 Rejected landing at 15 m (50 ft) above runway threshold and go-around			P---->	---->			

	Practical Training					ATPL/MPL/TYPE-RATING SKILL TEST/PROF CHECK	
Maneuvers/Procedures (including Multi-Crew Cooperation)	OTD	FTD	FS	A	Instructor's initials when training completed	Chkd in FS A	Examiner's initials when test completed
Section 5 5 Landings 5.1 Normal landings* also after an ILS approach with transition to visual flight on reaching DH			P				
5.2 Landing with simulated jammed horizontal stabilizer in any out-of-trim position.			P---->	An aircraft may not be used for this exercise			
5.3 Cross wind landings (a/c, 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 - Airplanes with three engines: the centre engine and one outboard engine as far as practicable according to data of the AFM. - Airplanes with four engines, two engines at one side.			P	X		M FS only (skill test only)	

General remarks Special requirements for extension of a type rating for instrument approaches down to a decision height of less than 200 feet (60 m), i.e. Cat II/III operations. (Refer to Subpart E, JCAR-FCL 1.180)

	Practical Training					TYPE-RATING SKILL TEST/PROF CHECK	
Maneuvers/Procedures (including Multi-Crew Cooperation)	OTD	FTD	FS	A	Instructor's initials when training completed	Chkd in FS A	Examiner's initials when test completed
Section 6 6. Additional authorization on a type rating for instrument approaches down to a decision height of less than 60 m (200 ft) (CAT II/III) The following maneuvers 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 airplane 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 authorized RVR			P*---->	---->X An aircraft may not be used for this exercise		M*	
6.2* ILS Approaches In simulated instrument flight conditions down to the applicable DH, using flight guidance system. Standard procedures of crew co-ordination (task sharing, call out procedures, mutual surveillance, information exchange and support) shall be observed.			P---->	---->		M	

	Practical Training					TYPE-RATING SKILL TEST/PROF CHECK	
Maneuvers/Procedures (including Multi-Crew Cooperation)	OTD	FTD	FS	A	Instructor's initials when training completed	Chkd in FS A	Examiner's initials when test completed
6.3* Go-around after approaches as indicated in 6.2 on reaching DH. The training also shall include a go-around due to (simulated) insufficient RVR, wind shear, airplane deviation in excess of approach limits for a successful approach, and 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 accomplished in accordance with Operational Rule

Appendix 3 to JCAR-FCL 1.240

Contents of the class/type rating/training/skill test and proficiency check on single-engine and multi-engine single-pilot airplanes.
(See JCAR-FCL 1.240 through 1.262 and 1.295)

1. The following symbols mean.
   P = Trained as Pilot-in-Command for the issue of the class/type rating as applicable.

   X = Flight simulators shall be used for this exercise, if available, otherwise an airplane shall be used if appropriate for the maneuver or procedure.
2. 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 = Airplane
   FS = Flight Simulator
   FTD = Flight Training Device (including FNPT II for ME class rating)

3. The starred (*) items of section 3 B and, for multi engine Section 6, shall be flown solely by reference to instruments if revalidation/renewal of an instrument rating 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 instrument rating privileges, the type/class rating will be restricted to VFR only.

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

5. Where the letter _M‘ appears in the skill test/proficiency check column this will indicate the mandatory exercise or a choice where more than one exercise appears.

6. When a proficiency check on a single-pilot airplane is performed in a multi-pilot operation in accordance with JCAR-OPS 1, the type/class rating will be restricted to multi-pilot.

7. A flight simulator or FNPT II shall be used for practical training for type or multi- engine class ratings if the simulator or FNPT II forms part of an approved type or class rating course. The following considerations will apply to the approval of the course:
   a. The qualification of the flight simulator or FNPT II as set out in JCAR- STD.
   b. The qualifications of the instructors and examiner;
   c. The amount of flight simulator or FNPT II training provided on the course; and
   d. The qualifications and previous experience of the pilot under training.

	Practical Training				TYPE/CLASS RATING SKILL TEST/ PROF CHECK	
Maneuvers/Procedures	FTD	FS	A	Instructors initials when training completed	Chkd in FS A	Examiners initials when test completed
Section 1						
1 Departure 1.1 Pre-flight including: Documentation Mass and Balance Weather briefing						
1.2 Pre-start checks External/internal			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 Crosswind (if conditions available)		P---->	---->		M	
1.7 Climbing: Vx/Vy Turns onto headings Level off		P---->	---->		M	
1.8 ATC liaison – Compliance, R/T procedure						
Section 2						
2 Air work (VMC) 2.1 Straight and level flight at various airspeeds including flight at critically low airspeed with and without flaps (including approach to VMCA when applicable)		P---->	---->			
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 iv. Approach to stall, climbing turn with take-off flap and climb power (single engine airplane only)		P---->	---->		M	

	Practical Training				TYPE/CLASS RATING SKILL TEST/ PROF CHECK	
Maneuvers/Procedures	FTD	FS	A	Instructors initials when training completed	Chkd in FS A	Examiners initials when test completed
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						
Section 3A						
3A En route procedures VFR (see Appendix 3 to FCL 1.240 note 3 and 4) 3A.1 Flight plan, dead reckoning and map reading						
3A.2 Maintaining altitude, heading and speed						
3A.3 Orientation, timing and revision of ETAs						
3A.4 Use of radio navigation aids (if applicable)						
3A.5 Flight management (flight log, routine checks including fuel, systems and icing)						
3A.6 ATC liaison – Compliance, R/T						
Section 3B						
3B Instrument flight 3B.1* Departure IFR		P---->	---->		M	
3B.2* En route IFR		P---->	---->		M	
3B.3* Holding procedures		P---->	---->		M	
3B.4* ILS to DH/A of 200(60 m) or to procedure minima (autopilot may be used to glide slope intercept)		P---->	---->		M	
3B.5* Non-precision approach to MDH/A and MAP		P---->	---->		M	
3B.6* Flight exercises including simulated failure of the compass and attitude indicator: Rate 1 turns Recoveries from unusual attitudes	P---->	---->	---->		M	
3B.7* Failure of localizer or glide slope	P---->	---->	---->			

	Practical Training				TYPE/CLASS RATING SKILL TEST/ PROF CHECK	
Maneuvers/Procedures	FTD	FS	A	Instructors initials when training completed	Chkd in FS A	Examiners initials when test completed
3B.8* ATC liaison – Compliance, R/T procedure						
Section 4						
4 Arrival and landings 4.1 Aerodrome arrival procedure		P---->	---->		M	
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 2000 above the runway (single engine airplane 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 procedure						
Section 5						
5 Abnormal and emergency procedures (This Section may be combined with Sections 1 through 4)						
5.1 Rejected take-off at a reasonable speed		P---->	---->		M	
5.2 Simulated engine failure after take-off (single engine airplanes only)			P		M	
5.3 Simulated forced landing without power (single engine airplanes only)			P		M	
5.4 Simulated emergencies: i. Fire or smoke in flight ii. Systems malfunctions as appropriate	P---->	---->	---->			
5.5 Engine shutdown and restart (ME skill test only)	P---->	---->	---->			
5.6 ATC liaison – Compliance, R/T procedure						

	Practical Training				TYPE/CLASS RATING SKILL TEST/ PROF CHECK	
Maneuvers/Procedures	FTD	FS	A	Instructors initials when training completed	Chkd in FS A	Examiners initials when test completed
Section 6						
6 Simulated asymmetric flight 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 a Flight sim. or FNPT	P---->	---->	--> X		M	
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 procedure						

Appendix 1 to JCAR-FCL 1.246

Cross-crediting of the IR part of a type or class rating proficiency check

(See JCAR-FCL 1.246)

Credits shall be granted only when the holder is revalidating IR privileges for single engine and single pilot multi engine airplanes as appropriate

When a proficiency check including IR is performed, and the holder has a valid:	**Credit is valid towards the IR part in a proficiency check for:**	
(1)	(2)	
MP type rating	a. SE class * and b. SE type rating *, and c. SP ME class and type rating, only credits for Section 3b of Appendix 3 to JCAR-FCL 1.240	(a)
SP ME type rating, operated as single pilot	a. SP ME class , and b. SE class and type rating	(b)
SP ME type rating, restricted to MP operation	a. SP ME class *, and b. SE class and type rating *	(c)
SP ME class rating, operated as single pilot	a. SE class and type rating, and b. SP ME type rating	(d)
SP ME class rating, restricted to MP operation	a. SE class and type rating *, and b. SP ME type rating *	(e)
SP SE class rating	SE class and type	(f)
SP SE type rating	SE class and type	(g)

* Provided within the previous 12 months at least 3 IFR departures and approaches have been performed on a SP class or type of airplane in a single pilot operation.

Appendix 1 to JCAR-FCL 1.251

Course of additional theoretical knowledge for a class or type rating for high performance single-pilot airplane

(See Appendix 3 to JCAR-FCL 1 .055)
(See JCAR-FCL 1.251),
(See Appendix 1 to JCAR-FCL 1 .285)
(See AMC JCAR-FCL 1 .055(a))
(See AMC JCAR-FCL 1.251)

High Performance Airplane Training.

1. The aim of the theoretical knowledge course is to provide the applicant with sufficient knowledge of those aspects of the operation of airplanes capable of operating at high speeds and altitudes, and the aircraft systems necessary for such operation.
2. The holder of an ICAO ATPL(A) or a pass in the theoretical knowledge examinations at ATPL(A) level is credited with meeting the requirement of JCAR-FCL 1.251(a)(3).
3. A pass in any theoretical knowledge subjects as part of the HPA course will not be credited against meeting future theoretical examination requirements for issue of a CPL (A), IR(A) or ATPL(A).

Course Providers.

4. Theoretical knowledge instruction for the HPA may be provided by an FTO approved to conduct theoretical knowledge training for the ATPL(A). Courses may also be provided by TRTOs offering training for HPA class and type ratings, in which case the course will be subject to specific approval. Course providers will be required to certify completion of the training and demonstration of knowledge by the applicant as a pre- requisite for training for an initial type or class rating for airplanes designated as high performance.

Course Syllabus.

5. There is no mandatory minimum or maximum duration of the theoretical knowledge instruction. The subjects to be covered in the course and written examination are shown in the accompanying table.

   Main subject headings are shown in Capital type, syllabus coverage by subject number in normal type. Subject numbers refer to those of the airplane syllabus of theoretical knowledge instruction contained in Appendix 1 to JCAR-FCL 1.470. Syllabus content is a general indication of areas to be covered and examination content should cover all subject numbers irrespective of their relevance to any specific type or class of airplane.

Subject Ref:	Syllabus Content:
021 00 00 00	**Airframe and Systems, Electrics, Power Plant**
021 02 02 01 to 021 02 02 03	Alternating current - general general Generators A C power distribution
021 01 08 03	Pressurization (Air driven systems - piston engines)
021 01 09 04	Pressurization (Air driven systems - turbojet and turbo propeller)
021 03 01 06 021 03 01 07 021 03 01 08 021 03 01 09	Engine performance - piston engines Power augmentation (turbo/supercharging) Fuel Mixture
021 03 02 00 to 021 03 04 09 021 04 05 00	 Turbine engines Aircraft oxygen equipment
032 02 00 00	**Performance Class B - ME Airplanes**
032 02 01 00 to 032 02 04 01	Performance of multi-engine airplanes not certificated under JCAR-CS-25 – Entire subject
040 02 00 00	**Human Performance**
040 02 01 00 to 040 02 01 03	Basic human physiology and High altitude environment
050 00 00 00	**Meteorology - Winds and Flight Hazards**
050 02 07 00 to 050 02 08 01 050 09 01 00 to 050 09 04 05	Jet streams CAT Standing waves Flight hazards Icing and turbulence Thunderstorms
062 02 00 00	**Basic Radar Principles**
062 02 01 00 to 062 02 05 00	Basic radar principles Airborne radar SSR
081 00 00 00	**Principles of Flight – Airplanes**
081 02 01 00 to 081 02 03 02	Transonic aerodynamics - Entire subject Mach number/shockwaves buffet margin/aerodynamic ceiling

Examination.

The written examination should consist of not less than (60) multi-choice questions, and may be split into individual subject papers at the discretion of FTO/TRTO. The pass mark for the examination will be 75%.

Appendix 1 to JCAR-FCL 1.261(a)

Theoretical knowledge instruction requirements for skill test/proficiency checking for class/type ratings.

(See JCAR-FCL 1.261(a))

(See AMC JCAR-FCL 1.261(a))

1. The theoretical knowledge instruction shall be conducted by an authorized instructor holding the appropriate type/class rating or any instructor having appropriate experience in aviation and knowledge of the aircraft concerned, e.g. flight engineer, maintenance engineer, flight operations officer.

2. The theoretical knowledge instruction shall cover the syllabus in AMC to JCAR-FCL 1.261(a), as appropriate to the airplane class/type concerned. Depending on the equipment and systems installed, the instruction shall include but is not limited to the following content:

   (a) Airplane structure and equipment, normal operation of systems and malfunctions:
   - Dimensions.
   - Engine including auxiliary power unit.
   - Fuel system.
   - Pressurization and air-conditioning.
   - Ice protection, windshield wipers and rain repellent.
   - Hydraulic systems.
   - Landing gear.
   - Flight controls, lift devices.
   - Electrical power supply.
   - Flight instruments, communication, radar and navigation equipment.
   - Cockpit, cabin and cargo compartment.
   - Emergency equipment.

   (b) Limitations.
   - General limitations.
   - Engine limitations.
   - System limitations.
   - `Minimum equipment list.

   (c) Performance, flight planning and monitoring.
   - Performance.

- Flight planning.
- Flight monitoring.

(d) Load, balance and servicing.
- Load and balance.
- Servicing on ground.

(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).
- Airborne equipment, procedures and limitations.

(g) Special requirements for ―glass cockpit‖ airplanes.
- Electronic flight instrument systems. (e.g. EFIS, EICAS)

(h) Flight Management systems (FMS)

3. For the initial issue of type ratings for multi-pilot airplanes the written or computer based examination shall at least comprise one hundred multi-choice questions distributed appropriately across the main subjects of the syllabus. The pass mark shall be 75% in each of the main subjects of the syllabus.
4. For the initial issue of type and class ratings for single-pilot multi-engine airplanes the number of multi-choice questions in the written or computer based examination shall depend on the complexity of the airplane. The pass mark shall be 75%.

5. For single-engine single-pilot airplanes the examiner may conduct the theoretical knowledge part of the skill test and proficiency check orally and shall determine whether or not a satisfactory level of knowledge has been achieved.
6. For proficiency checks multi-pilot and single-pilot multi-engine airplanes theoretical knowledge shall be verified by a multi-choice questionnaire or other suitable methods.

Appendix 1 to JCAR-FCL 1.261(c)(2)
Approval of Airplane Zero Flight Time Type Rating Training Courses.

1. **General**.
   (a) Approval for ZFTT will only be given to a Training Organization of an JCAR- OPS 1 operator or a Training Organization having a specific approved arrangement with a JCAR-OPS 1 operator.
   (b) The training organization shall ensure that the student pre-requisites are met before starting the Type Rating Course.
   (c) The Type Rating will be restricted to that Operator until flying under supervision has been accomplished.

2. Approval of Type Rating Course Using ZFTT.
   (a) The flight simulator to be used shall be qualified in accordance with JCAR-ST (A) and user approved for ZFTT by CARC. User approval will only be given if the flight simulator is representative of the airplane flown by the operator.
   (b) The flight simulator approved for ZFTT shall be serviceable according to the quality system criteria of the STD operator (see AMC JCAR-STD 1 A.025). Some equipment may be unserviceable provided that it is not required during the simulator lesson. The motion and the visual shall be fully serviceable.

   (c) Unless specified otherwise, a specific simulator session including a minimum of 6 additional take-offs and landings included in the type rating course shall be conducted according to JCAR-OPS 1.945(d)(2).

   (d) For an initial approval to conduct ZFTT the operator shall have held a JCAR-OPS 1 Air Operator's Certificate for at least 1 year. This period may be reduced at the discretion of CARC where the operator and the TRTO have experience of type rating training.

   (e) Approval for ZFTT shall only be given if the operator has at least 90 days operational experience of the airplane type. In the case of ZFTT provided by a training organization having a specific approved arrangement with a JCAR-OPS 1 Operator, the (90) days operational experience requirements will not apply if the TRI (A) involved in the additional take-offs and landings requirement in JCAR-OPS 1.945 (d)(2), has operational experience acceptable to CARC on the airplane type.

(f) The check required in JCAR-OPS 1.965(b) may be combined with the type rating skill test. When this is not, a conversion course shall be conducted and a check completed according to JCAR-OPS 1.945 before the specific simulator session.

3. Required Pilot Experience.

A pilot undertaking ZFTT course shall have completed, on a multi-pilot turbo-jet transport category airplane or on a multi-pilot turbo-prop airplane having a MTOM of not less than (10) tonnes or an approved passenger seating configuration of more than (19) passengers, at least:

(a) (1500) hours flight time or (250) route sectors if a flight simulator qualified to level CG, C or interim C is used during the course; or

(b) (500) hours flight time or (100) route sectors if a flight simulator qualified to level DG, Interim D or D is used during the course.

When a pilot is changing from a turbo-prop to a turbo-jet airplane or from a turbo-jet to a turbo-prop airplane, additional simulator training approved by CARC shall be required.

Appendix 1 to JCAR-FCL 1.261(d)

Multi-crew co-operation course (A).

(See JCAR-FCL 1.261(d))
(See AMC JCAR-FCL 1.261(d))

1. The aim of the course is to become proficient in multi-crew co-operation (MCC) in order to operate safely multi-pilot multi-engine airplanes under IFR and, for that purpose, to ensure that:
   (a) The pilot-in-command fulfils his managing and decision-making functions irrespective whether he is PF or PNF.
   (b) The tasks of PF and PNF are clearly specified and distributed in such a manner that the PF can direct his full attention to the handling and control of the aircraft.
   (c) Co-operation is effected in an orderly manner appropriate to the normal, abnormal or emergency situations encountered.
   (d) Mutual supervision, information and support is ensured at all times.

Instructors.

2. Instructors for MCC training shall be thoroughly familiar with human factors and crew resource management (CRM). They should be current with the latest developments in human factors training and CRM techniques.

Theoretical Knowledge.

3. The theoretical knowledge syllabus is set out in AMC JCAR-FCL 1.261(d). An approved MCC theoretical knowledge course shall comprise not less than 25 hours.

Flying Training.

4. The flying training syllabus is set out in AMC JCAR-FCL 1.261(d).

Certificate of Completion.

5. On completion of the course, the applicant may be issued with a certificate of satisfactory completion of the course.

Cross-Crediting.

6. 6. A holder of a certificate of completion of MCC training on helicopters shall be exempted from the requirement to complete the theoretical knowledge syllabus as set out in AMC JCAR-FCL 1.261(d).

Subpart - G
Airline Transport Pilot License (Airplane) – ATPL (A)

JCAR-FCL 1.265 Minimum age.

An applicant for an ATPL (A) shall be at least 21 years of age.

JCAR-FCL 1.270 Medical fitness.

An applicant for an ATPL (A) shall hold a valid Class 1 medical certificate in accordance with JCAR-Part Medical. In order to exercise the privileges of the ATPL (A) a valid Class 1 medical certificate shall be held.

JCAR-FCL 1.275 Privileges and conditions.

(a) Privileges of an ATPL (A) based on a CPL (A). Subject to any other conditions specified in JCARs, the privileges of the holder of an ATPL (A) based on a CPL (A) are to:
   (1) Exercise all the privileges of the holder of a PPL(A), a CPL(A) and an IR(A); and
   (2) Act as pilot-in-command or co-pilot in airplanes engaged in commercial air transportation.

(b) When the holder of an ATPL(A) has previously held only a multi-crew pilots license, the privileges of the license shall be restricted to multi-pilot operations unless the holder has met the requirements of JCAR-FCL 1 Subpart C and JCAR-FCL 1.510(a)(2) and (a)(3) as applicable to the operation of single pilot airplanes. Any such limitations shall be endorsed on the license.

(c) Conditions. An applicant for an ATPL(A) who has complied with the conditions specified in JCAR-FCL 1.010(a)(4), 1.265,1.270 , 1.280 ,1.285, 1.290 and 1.295 shall have fulfilled the requirements for the issue of an ATPL(A) containing a type rating for the airplane type used on the skill test.

JCAR-FCL 1.280 Experience and Crediting.

(See JCAR-FCL 1.050(a) (3))

(a) An applicant for an ATPL (A) shall have completed as a pilot of airplanes at least (1500) hours of flight time (see also JCAR-FCL 1.050(a) (3)). Of the (1500) hours flight time, up to (100) hours of flight time may have been completed in FS and FNPT of which a maximum of (25) hours may have been completed in FNPT, including at least:

(1) (500) hours in multi-pilot operations on airplanes type certificated in accordance with the JCAR-CS 25 Transport category or the JCAR-CS 23 Commuter category.

(2)

(i) (500) hours as pilot-in- command under supervision; or

(ii) (250) hours either as pilot-in- command; or

(iii) (250) hours made up by at least (70) hours as pilot-in-command and the necessary additional flight time as pilot-in- command under supervision.

(3) (200) hours of cross-country flight time of which at least (100) hours shall be as pilot-in-command or as pilot in command under supervision.

(4) (75) hours of instrument time of which not more than (30) hours may be instrument ground time; and

(5) (100) hours of night flight as pilot- in-command or as co-pilot.

(b)

(1) Holders of a pilot license or equivalent document for other categories of aircraft will be credited with flight time in such other categories of aircraft as set out in JCAR-FCL 1.155 except flight time in helicopters which will be credited up to 50% of all the flight time requirements of sub-paragraph (a).

(2) Holders of a flight engineer license will be credited with 50% of the flight engineer time up to a maximum credit of (250) hours. This (250) hours may be credited against the (1500) hours requirement of sub- paragraph (a), and the (500) hours requirement of sub-paragraph (a)(1), provided that the total credit given against any of these sub-paragraphs does not exceed (250) hours.

(c) The experience required shall be completed before the skill test given in JCAR-FCL 1.295 is taken.

FCL 1.285 Theoretical knowledge.

(See AMC to JCAR-FCL 1.285)

(a) Course. An applicant for an ATPL (A) shall have received theoretical knowledge instruction on an approved course at an approved flying training organization (FTO). An applicant who has not received the theoretical knowledge instruction during an integrated course of training shall take the course set out in Appendix 1 to JCAR-FCL 1.285.

(b) Examination. An applicant for an ATPL (A) shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of an ATPL (A) and in accordance with the requirements in JCAR-FCL 1 (Airplane) Subpart J.

JCAR-FCL 1.290 Flight instruction.
(See Appendix 1 to JCAR-FCL 1.261(d))\
(See AMC JCAR-FCL 1.261(d))

An applicant for an ATPL(A) shall be the holder of a CPL(A), a multi-engine instrument rating(A) and have received instruction in multi- crew co-operation as required by JCAR- FCL 1.261(d) (see Appendix 1 to JCAR-FCL 1.261(d) and AMC JCAR-FCL 1.261(d)) or be the holder of a MPL(A).

JCAR-FCL 1.295 Skill.

(a) An applicant for an ATPL (A) shall have demonstrated the ability to perform, as pilot- in-command of an airplane type certificated for a minimum crew of two pilots under IFR (see Appendix 1 to JCAR-FCL 1.220 part B), the procedures and maneuvers described in Appendices 1 and 2 to JCAR-FCL 1.240 and 1.295 with a degree of competency appropriate to the privileges granted to the holder of an ATPL (A).

(b) The ATPL (A) skill test may serve at the same time as a skill test for the issue of the license and a proficiency check for the revalidation of the type rating for the airplane used in the test and may be combined with the skill test for the issue of a multi-pilot type rating.

Appendix 1 to JCAR-FCL 1.285

ATPL (A) – Modular theoretical knowledge course.

(See JCAR-FCL 1.285)

(See Appendix 1 a to JCAR-FCL 1.055) (See Appendix 1 to JCAR-FCL 1.470)

1. The aim of this course is to train pilots who have not received the theoretical knowledge instruction during an integrated course, to the level of theoretical knowledge required for the ATPL (A).

2. An applicant wishing to undertake an ATPL (A) modular course of theoretical knowledge instruction shall be required under the supervision of the Head of Training of an approved FTO to complete (650) hours (1 hour = 60 minutes instruction) of instruction for ATPL theory within a period of (18) months. An applicant shall be the holder of a PPL (A) issued in accordance with ICAO Annex 1:
   Holders of a CPL (A)/IR may have the theoretical instruction hours reduced by 350 hours. Holders of a CPL (A) may have the theoretical instruction hours reduced by (200) hours and holders of an IR may have the theoretical instruction hours reduced by (200) hours.

3. The FTO shall ensure that before being admitted to the course the applicant has a sufficient level of knowledge of Mathematics and Physics to facilitate an understanding of the content of the course.

4. The instruction shall cover all items in the relevant syllabi set out in the Appendix 1 to JCAR-FCL 1.470. An approved course should include formal classroom work and may include the use of such facilities as inter-active video, slide/tape presentation, learning carrels; computer based training and other media as approved by CARC.

Subpart - H

Instructor Ratings (Airplane)

JCAR-FCL 1.300 Instruction – General.

(a) A person shall not carry out the flight instruction required for the issue of any pilot license or rating unless that person has:

(1) A pilot license containing an instructor rating; or

(2) A specific authorization by CARC in cases where:

(i) New airplanes are introduced; or

(ii) Vintage airplanes or airplanes of special manufacture are registered, for which no person has an instructor rating; or

(iii) Training is conducted outside Jordan by instructors not holding a JCAR-FCL 1 license (see Appendix 1 to JCAR-FCL 1.300).

(b) A person shall not carry out synthetic flight instruction unless holding a FI(A), TRI(A), IRI(A), CRI(A) rating or a MCCI(A), SFI(A) or STI(A) authorization. Paragraph (a) (2) above is also valid for the synthetic flight instruction.

JCAR-FCL 1.305 Instructor ratings and authorization – Purposes.

Seven instructor categories are recognized.

(a) Flight instructor rating – airplane (FI (A)).

(b) Type rating instructor rating – airplane (TRI (A)).

(c) Class rating instructor rating – airplane (CRI (A)).

(d) Instrument rating instructor rating – airplane (IRI (A)).

(e) Synthetic flight instructor authorization – airplane (SFI (A)).

(f) Multi crew Co-operation instructor Authorization Airplanes (MCCI (A)).

(g) Synthetic training instructor authorization – airplane (STI(A))

JCAR-FCL 1.310 Instructor ratings –General.

(See Appendix 1 to JCAR-FCL 1.310(d))

(a) Pre-requisites. All instructors shall (unless specified otherwise):

(i) Hold at least the license, rating and qualification for which instruction is being given, and

(ii) Have at least (15) hours experience as pilot on the type or class of airplane on which instruction is being given, and

(iii) Shall be entitled to act as pilot-in-command of the aircraft during such training.

(b) Multiple roles. Provided that they meet the qualification and experience requirements set out in this Subpart for each role undertaken, instructors are not confined to a single role as flight instructors (FIs), type rating instructors (TRIs), class rating instructors (CRIs) or instrument rating instructors (IRIs).

(c) Credit towards further authorizations or ratings. Applicants for further instructor authorizations or ratings may be credited with the teaching and learning skills already demonstrated for the instructor authorization or rating held.

(d)

(1) Instructor competencies for the MPL (A). Instructors wishing to instruct at training course with a competency based training approach shall:

(i) Hold a valid instructor rating or authorization; and

(ii) Have met the relevant requirements of this Subpart; and

(iii) Have successfully completed the MPL (A) Instructors Training course as set out in Appendix 1 to JCAR-FCL 1.310(d).

(iv) For the basic, intermediate and advanced phases of the MPL(A) integrated training course, have experience in multi-pilot operations acceptable to CARC and undertake the CRM elements of an operators conversion course in accordance with JCAR-OPS 1.945 paragraph (a)(9).

(2) Maintenance of MPL (A) instructors‘ qualification. To maintain the MPL (A) instructors‘ qualification the instructor shall within the last 12 months, conduct one of the following parts of a complete MPL (A) training course:

(i) One simulator session of at least (3) hours; or

(ii) One air exercise of at least 1 hour comprising a minimum of (2) take-offs and landings.

(3) If the MPL (A) instructor has not fulfilled the requirements of (2) above,he shall receive MPL (A) instructor refresher training acceptable to CARC.

JCAR-FCL 1.315 Instructor ratings and authorizations – Period of validity.

(a) All instructor ratings and authorizations are valid for a period of (3) years.

(b) The validity period for a specific authorization shall not exceed (1) year.

(c) An applicant who fails to achieve a pass in all sections of a proficiency check before the expiry date of an instructor rating shall not exercise the privileges of that rating until the proficiency check has successfully been completed.

JCAR-FCL 1.320 Flight Instructor rating (airplane) (FI (A)) – Minimum age.

An applicant for a flight instructor rating shall be at least (20) years of age.

JCAR-FCL 1.325 FI (A) – Restricted privileges.

(a) Restricted period. Until the holder of a FI (A) rating has completed at least (100) hours flight instruction and, in addition, has supervised at least (25) student solo flights, the privileges of the rating are restricted. The restrictions will be removed from the rating when the above requirements have been met and on the recommendation of the supervising FI (A).

(b) Restrictions. The privileges are restricted to carrying out under the supervision of a FI (A) approved for this purpose:

(1) Flight instruction for the issue of the PPL(A) – or those parts of integrated courses at PPL(A) level – and class and type ratings for single-engine airplanes, excluding approval of first solo flights by day or by night and first solo navigation flights by day or by night; and

(2) Night flying provided a night qualification is held, the ability to instruct at night has been demonstrated to an FI (A) authorized to conduct FI (A) training in accordance with JCAR-FCL 1.330(f) and the night currency requirement of JCAR-FCL 1.026 is satisfied.

JCAR-FCL 1.330 FI (A) - Privileges and requirements.

(See JCAR-FCL 1.325)

(See Appendix 1 to JCAR-FCL 1.330 & 1.345)

(See Appendix 1 to JCAR-FCL 1.395)

(See Appendix 1 to JCAR-FCL 1.520 & 1.525) (See AMC JCAR-FCL 1.395)

The privileges of the holder of a FI (A) rating (for restrictions see JCAR-FCL 1.325) are to conduct flight instruction for:

(a) The issue of the PPL(A) and class and type ratings for single-engine airplanes.

(b) The issue of a CPL(A), provided that the FI(A) has completed at least 500 hours of flight time as a pilot of airplanes including at least 200 hours of flight instruction.

(c) Night flying, provided a night qualification is held, the ability to instruct at night has been demonstrated to an FI(A) authorized to conduct FI(A) training in accordance with JCAR-FCL 1.330(f) and the night currency requirement of JCAR-FCL 1.026 is satisfied.

(d)

(1) The issue of an IR(A) provided that the instructor has:

(i) At least (200) hours flight time in accordance with instrument flight rules, of which up to (50) hours may be instrument ground time in a flight simulator or FNPT II; and

(ii) Completed as a student an approved course comprising at least (5) hours of flight instruction in an airplane, flight simulator or FNPT II (see Appendix 1 to JCAR-FCL 1.395 and AMC JCAR-FCL 1.395) and has passed the appropriate skill test as set out in Appendix 1 to JCAR-FCL 1.330 & 1.345.

(2) In addition, for the issue an IR(A) multi-engine airplanes the instructor shall meet the requirements of JCAR-FCL 1.380(a).the issue of an IR(A) multi-engine airplanes, provided that the instructor meet the requirements of JCAR-FCL 1.380(a).

(e) The issue of a single-pilot multi-engine type or class rating, provided that the instructor meets the requirements of JCAR-FCL 1.380(a).

(f) The issue of a FI(A) rating, provided that the instructor:

(1) as completed at least (500) hours of instruction in airplanes; and

(2) Has demonstrated to a FI(A) examiner the ability to instruct a FI(A) during a skill test conducted in accordance with Appendix 1 to JCAR-FCL 1.330 & 1.345; and

(3) Is authorized by CARC for this purpose.

(g) The issue of a MPL(A):

(1) Meet the requirements of JCAR-FCL 1.310(d).

(2) For the core flying phase of training (see Appendix 1 to JCAR-FCL 1.520 & 1.525), provided that the FI(A) has completed at least (500) hours of flight time as a pilot of airplanes including at least (200) hours of flight.

(3) For the basic phase of training (see Appendix 1 to JCAR-FCL 1.520 & 1.525), provided that the FI(A) has an IR(A) ME, IR(A) instructional privileges; and

(i) Completed at least (1500) hours of flight time in multi-crew operations; or

(ii) For existing FI(A) on ATP(A) or CPL(A)/IR integrated course, follow a structured course of training consisting of:

(a) MCC qualification; and

(b) Observing 5 sessions of instruction in Phase 3 of an MPL (A) course; and

(c) Observing 5 sessions of instruction in Phase 4 of a MPL (A) course; and

(d) Observing 5 operator recurrent line oriented flight training sessions; and

(e) The content of the MCCI instructor course (AMC JCAR-FCL 1.417); and

(f) The first 5 instructor sessions shall be supervised by a TRI (A) nominated by CARC for the purpose.

JCAR-FCL 1.335 FI (A) - Pre-requisite requirements.

(See Appendix 3 to JCAR-FCL 1.240)

(See Appendix 1 to JCAR-FCL 1.470)

Before being permitted to begin an approved course of training for a FI (A) rating an applicant shall have:

(a) At least a CPL(A), or completed at least (200) hours of flight time of which (150) hours pilot-in-command if holding a PPL(a).

(b) Met the knowledge requirements for a CPL(A) as set out in Appendix 1 to JCAR-FCL 1.470.

(c) Completed at least (30) hours on single- engine piston powered airplanes of which at least (5) hours shall have been completed during the (6) months preceding the pre-entry flight test set out at (f) below.

(d) Received at least (10) hours instrument flight instruction of which not more than (5) hours may be instrument ground time in a FNPT or a flight simulator.

(e) Completed at least (20) hours of cross- country flight as pilot-in-command, including a flight totaling not less than 540 km (300 nm) in the course of which full stop landings at two different aerodromes shall be made; and

(f) Passed a specific pre-entry flight test with an FI qualified as in JCAR-FCL 1.330 (f) based upon the proficiency check as set out in Appendix 3 to JCAR-FCL 1.240 within the (6) months preceding the start of the course. The flight test will assess the ability of the applicant to undertake the course.

JCAR-FCL 1.340 FI (A) –Course.

(See Appendix 1 to JCAR-FCL 1.340) (See AMC JCAR-FCL 1.340)

(a) An applicant for the FI (A) rating shall have completed an approved course of theoretical knowledge instruction and flight training at an approved FTO (see Appendix 1 to JCAR-FCL 1.340 and AMC to JCAR-FCL 1.340).

(b) The course is intended to train the applicant to give instruction on single-engine airplanes up to PPL (A) standard. The flight instruction shall comprise at least (30) hours of flight training, of which (25) hours shall be dual flight instruction. The remaining (5) hours may be mutual flying (that is, two applicants flying together to practice flight demonstrations).

Of the (25) hours, five hours may be conducted in a flight simulator or FNPT approved for the purpose by CARC. The skill test is additional to the course training time.

JCAR-FCL 1.345 FI (A) Skill.
(See Appendix 1 and 2 to JCAR-FCL 1.330 & 1.345)

An applicant for a FI (A) rating shall demonstrate to an examiner notified by CARC for this purpose the ability to instruct a student pilot to the level required for the issue of a PPL (A), including pre-flight, post-flight and theoretical knowledge instruction, in accordance with the requirements of Appendices 1 and 2 to JCAR-FCL 1.330 & 1.345.

JCAR-FCL 1.350 FI (A) – Rating issue.
An applicant for a FI (A) rating:

(a) Who has complied with the conditions specified in JCAR-FCL 1.310, 1.315 and 1.335 through 1.345, or

(b) Who has been issued a specific authorization in accordance with Appendix 1 to JCAR-FCL 1.300, complies with the requirements of JCAR-FCL 1.355 and hold a JCAR-FCL 1 license,

Shall have fulfilled the requirements for the issue of a FI (A) rating, subject to the initial restrictions set out in JCAR-FCL 1.325.

JCAR-FCL 1.355 FI (A) – Revalidation and renewal. (See Appendices 1 and 2 to JCAR-FCL 1.330 & 1.345) (See AMC JCAR-FCL 1.355(a) (2))
(See IEM JCAR-FCL 1.355).

(a) For revalidation of a FI(A) rating the holder shall fulfill two of the following three requirements:

(1) Completed at least (100) hours of flight instruction on airplanes as FI, CRI, IRI or as examiner during the period of validity of the rating, including at least (30) hours of flight instruction within the (12) months preceding the expiry date of the FI rating, (10) hours of this (30) hours shall be instruction for an IR if the privileges to instruct for IR are to be revalidated.

(2) Attended a FI refresher seminar (see AMC to JCAR-FCL 1.355(a)(2)), as approved by CARC, within the validity period of the FI rating.

(3) Passed, as a proficiency check, the skill test set out in Appendices 1 and 2 to JCAR-FCL 1.330 and 1.345 within the (12) months preceding the expiry date of the FI rating.

(b) For at least each alternate revalidation of a FI (A) rating the holder shall pass, as a proficiency check, the skill test set out in Appendices 1 and 2 to JCAR-FCL 1.330 & 1.345 as one of the two requirements to be fulfilled to comply with JCAR-FCL 1.355(a).

(c) If the rating has lapsed, the applicant shall meet the requirements as set out in (a) (2) and (a) (3) above within the last (12) months before renewal.

JCAR-FCL 1.360 Type rating instructor rating (multi-pilot airplane) (TRI (MPA)) Privileges.

(See JCAR-FCL 1.261(d))
(See Appendix 1 to JCAR-FCL 1.261(d))
(See Appendix 1 to JCAR-FCL 1.520 & 1.525) (See AMC JCAR-FCL 1.261(d))

(a) The privileges of the holder of a TRI(MPA) rating are to instruct for:

(1) The issue of a MPA type rating.
(2) The instruction required for multi- crew co-operation (see JCAR-FCL 1.261(d), Appendix 1 to JCAR-FCL 1.261(d) and AMC JCAR-FCL 1.261(d)); and
(3) The instruction required during the basic phase of training of the MPL(A) integrated training course (see Appendix 1 to JCAR-FCL 1.520 & 1.525), provided he holds or has held a FI(A) or an IRI(A) rating and the requirements of JCAR-FCL 1.310(d) are met.

(4) The instruction required during intermediate and advanced phases of training of the MPL (A) integrated training course (see Appendix 1 to JCAR-FCL 1.520 & 1.525), provided the requirements of JCAR-FCL 1.310(d) are met.

(b) If the TRI (A) training is carried out in a flight simulator only, the TRI (A) rating will be restricted to exclude emergency/abnormal procedure training in an aircraft. To remove this restriction the holder of a TRI (A) rating shall perform the training contained in AMC JCAR-FCL 1.365 Part 2 Paragraph 8 in an airplane.

JCAR-FCL 1.365 TRI (MPA) – Requirements.

(See Appendix 1 to JCAR-FCL 1.365) (See AMC JCAR-FCL 1.365)
(a) An applicant for the initial issue of a TRI(MPA) rating shall have:

(1) Successfully completed an approved TRI course at an approved FTO or TRTO (see Appendix 1 to JCAR-FCL 1.365 and AMC JCAR-FCL 1.365).

(2) Completed at least (1500) hours flight time as a pilot of multi-pilot airplanes.

(3) Completed within the (12) months preceding the application at least (30) route sectors, to include take-offs and landings as pilot-in-command or co-pilot on the applicable airplane type, or a similar type as agreed by CARC, of which not more than (15) sectors may be completed in a flight simulator; and

(4) Conducted on a complete type rating course at least (3) hours of flight instruction related to the duties of a TRI on the applicable type of airplane and/or flight simulator under the supervision and to the satisfaction of a TRI notified by CARC for this purpose.
The requirements above are fulfilled if the applicant hold a JCAR-FCL 1 license, have been issued a specific authorization in accordance with Appendix 1 to JCAR- FCL 1.300 and complies with JCAR-FCL 1.370.

(b) Before the privileges are extended to further MPA types, the holder shall have:

(1) Completed, within the (12) months preceding the application, at least (15) route sectors, to include take-offs and landings as pilot-in-command or co-pilot on the applicable airplane type, or a similar type as agreed by CARC, of which not more than (7) sectors may be completed in a flight simulator.

(2) Satisfactorily completed the relevant technical training content of an approved TRI course at an approved FTO or TRTO (see AMC JCAR-FCL 1.365); and

(3) Conducted on a complete type rating course at least 3 hours of flight instruction related to the duties of a TRI (MPA) on the applicable type of airplane and/or flight simulator under the supervision and to the satisfaction of a TRI (A) notified by CARC for this purpose.

JCAR-FCL 1.370 TRI (MPA) – Revalidation and renewal.

(See Appendix 1 to JCAR-FCL 1.365) (See AMC JCAR-FCL 1.365)

(a) For revalidation of a TRI(MPA) rating, the applicant shall within the last (12) months, preceding the expiry date of the rating:

(1) Conduct one of the following parts of a complete type rating/ refresher/recurrent training course:

(i) One simulator session of at least (3) hours; or

(ii) One air exercise of at least (1) hour comprising a minimum of (2) take offs and landings; or

(2) Receive TRI (A) refresher training acceptable to CARC.

(b) If the rating has lapsed the applicant shall have:

(1) Completed within the (12) months preceding the application at least (30) route sectors, to include take-offs and landings as pilot-in-command or co-pilot on the applicable airplane type, or a similar type as agreed by CARC, of which not more than (15) sectors may be completed in a flight simulator.

(2) Successfully completed the relevant parts of an approved TRI(MPA) course, agreed by CARC (see Appendix 1 to JCAR-FCL 1.365 and AMC JCAR-FCL 1.365), taking into account the recent experience of the applicant; and

(3) Conducted on a complete type rating course at least (3) hours of flight instruction related to the duties of a TRI (MPA) on the applicable type of airplane and/or flight simulator under the supervision and to the satisfaction of a TRI (A) notified by CARC for this purpose.

JCAR-FCL 1.375 Class rating instructor rating (single-pilot airplane) (CRI (SPA))- Privileges.

(See JCAR-FCL 1.310(a))

The privileges of the holder of a CRI (SPA) rating are to instruct license holders for the issue of a type or class rating for single-pilot airplanes. The holder may instruct on single- engine or multi-engine airplanes, subject to being appropriately qualified (see JCAR-FCL 1 1.310(a)).

JCAR-FCL 1.380 CRI (SPA) – Requirements.

(See Appendix 1 to JCAR-FCL 1.330 & 1.345)

(See Appendices 1 and 2 to JCAR-FCL 1.380) (See AMC JCAR-FCL 1.380)

(a) Multi-engine airplanes. An applicant for the issue of a CRI (SPA) rating for multi- engine airplanes shall have:

(1) Completed at least (500) hours flight time as a pilot of airplanes.

(2) Completed at least (30) hours as PIC on the applicable type or class of airplane, prior to commencing the course.

(3) Completed an approved course at an approved FTO or TRTO including at least five hours flight instruction on the airplane or a flight simulator given by an instructor approved for this purpose (see Appendix 1 to JCAR-FCL 1.380 and AMC JCAR-FCL 1.380); and

.

(4) Passed a skill test in accordance with Appendix 1 and Sections 1, 2,3, 5 and 7 of Appendix 2 to JCAR-FCL 1.330 & 1.345.

(b) Single-engine airplanes. An applicant for the issue of a CRI (SPA) rating for single- engine airplanes shall have:

(1) Completed at least (300) hours flight time as a pilot of airplanes.
(2) Completed at least (30) hours as PIC on the applicable type or class of airplane, prior to commencing the course.
(3) Completed an approved course at an approved FTO or TRTO of at least three hours flight instruction on the airplane or a flight simulator given by an instructor approved for this purpose (see Appendix 2 to JCAR-FCL 1.380); and
(4) Passed a skill test in accordance with Appendix 1 and Sections 1, 2, 3, 4 and 7 of Appendix 2 to JCAR-FCL 1.330 & 1.345.

(c) Before the privileges of the rating are extended to another type or class of airplane, the holder shall within the past (12) months have completed at least (10) hours flight time on airplanes of the applicable class or type or similar type as agreed by CARC.

For an extension of a CRI (A) from SE to ME airplanes the requirements of (a) above shall be met.

JCAR-FCL 1.385 CRI(SPA) – Revalidation and renewal.

(See Appendix 1 to JCAR-FCL 1.330 & 1.345)

(a) For revalidation of a CRI (SPA) rating the applicant shall within the (12) months preceding the expiry date of the rating:

(1)

(i) Conduct at least (10) hours flight instruction in the role of a CRI (SPA); and
(ii) If the applicant has CRI (SPA) privileges on both SE and ME airplanes, conduct at least (5) hours on SE airplanes and 5 hours on ME airplanes within the (10) hours of flight instruction required in the role, or

(2) Conduct refresher training to the satisfaction of CARC; or

(3) Receive refresher training as a CRI (A).

(b) If the rating has lapsed, the applicant shall have within the (12) months preceding the application:
(1) Received refresher training as a CRI(A) to the satisfaction of CARC; and
(2) Passed as a proficiency check the relevant part (i.e. ME or SE) of the skill test set out in Appendix 1 and 2 to JCAR-FCL 1.330 & 1.345.

JCAR-FCL 1.390 Instrument rating instructor rating (airplane) (IRI (A)) Privileges.

The privileges of the holder of an IRI (A) rating are limited to conduct flight instruction for:

(a) The issue of an IR(A) single-engine airplanes.

(b) The issue of an IR (A) multi-engine airplane provided that the instructor meets the requirements of JCAR-FCL 1.380(a).

(c) The basic phase of training (see Appendix 1 to JCAR-FCL 1.520 & 1.525) provided that the IRI(A) has an IR(A) ME, IR(A) instructional privileges; and

(1) Completed at least (1500) hours of flight time in multi-crew operations; or
(2) For existing IRI(A) on ATP(A) or CPL(A)/IR integrated course, follow a structured course of training consisting of:
(i) MCC qualifications; and
(ii) Observing (5) sessions of instruction in Phase 3 of a MPL(A) course; and
(iii) Observing (5) sessions of instruction in Phase 4 of a MPL(A) course;
(iv) Observing (5) operator recurrent line oriented flight training sessions; and
(v) The content of the MCC instructor course (AMC JCAR-FCL 1.417); and

(vi) The first 5 instructor sessions shall be supervised by a TRI (A) nominated by CARC for the purpose.

JCAR-FCL 1.395 IRI (A) – Requirements.

(See Appendix 1 to JCAR-FCL 1.330 & 1.345)
(See Appendix 1 to JCAR-FCL 1.395) (See AMC JCAR-FCL 1.395)

An applicant for an IRI (A) rating shall have:

(a) Completed at least (800) hours flight time under IFR, of which at least (400) hours shall be in airplanes.
(b) Successfully completed at an approved FTO an approved course (see Appendix 1 to JCAR-FCL 1.395 and AMC JCAR-FCL 1.395) comprising theoretical knowledge instruction and at least ten hours of flight instruction on an airplane, flight simulator or FNPT II; and
(c) Passed a skill test as set out in Appendices 1 and 2 to JCAR-FCL 1.330 & 1.345.

JCAR-FCL 1.400 IRI (A) Revalidation and renewal.

(a) For revalidation of an IRI (A) rating the holder shall meet the requirements set out in JCAR-FCL 1.355(a).

(b) If the rating has lapsed, the holder shall meet the requirements of JCAR-FCL 1.355(c), and any other requirements determined by CARC.

JCAR-FCL 1.405 Synthetic flight instructor authorization (airplane) (SFI (A)) Privileges.

(See JCAR-FCL 1.261(d))
(See Appendix 1 to JCAR-FCL 1.520 & 1.525)

The privileges of the holder of a SFI (A) authorization are to carry out synthetic flight instruction:

(a) (For type rating.

(b) For multi-crew co-operation (see JCAR-FCL 1.261(d)); and

(c) During:
  (i) The basic phase of training of the MPL (A) integrated training course (see Appendix 1 to JCAR-FCL 1.520 & 1.525), provided he holds or has held a FI (A) or an IRI (A) rating and the requirements of JCAR-FCL 1.310(d) are met.

  (ii) Intermediate and advanced phases or training of the MPL (A) integrated training course (see Appendix 1 to JCAR-FCL 1.520 & 1.525), provided the requirements of JCAR-FCL 1.310(d) are met.

JCAR-FCL 1.410 SFI (A) – Requirements.

(See Appendix 1 to JCAR-FCL 1.240),

(See Appendix 1 to JCAR-FCL 1.365) (See AMC JCAR-FCL 1.365)

(a) An applicant for a SFI(A) authorization shall:

(1) Hold or have held JCAR-FCL a professional pilot license issued by ICAO contracting state professional pilot license acceptable to CARC.
(2) Have completed the simulator content of the applicable type rating course at an approved FTO or TRTO.
(3) Have at least (1500) hours flying experience as pilot on multi-pilot airplanes.
(4) Have completed an approved TRI(A) course (see Appendix 1 to JCAR-FCL 1.365 and AMC to JCAR-FCL 1.365).
(5) Have conducted on a complete type rating course at least (3) hours of flight instruction related to the duties of a TRI(A) on the applicable type of airplane under the supervision and to the satisfaction of a TRI(A) notified by CARC for this purpose.
(6) Have completed within a period of (12) months, preceding the application, a proficiency check as set out in Appendix 1 and 2 to JCAR-FCL 1.240 on a flight simulator of the applicable type; and
(7) (i) Have completed within a period of (12) months, preceding the application, at least (3) route sectors as an observer on the flight deck of the applicable type or similar type as agreed by CARC , or
(i) Have completed within a period of (12) months preceding the application, at least (2) LOFT based simulator sessions conducted by qualified flight crew as an observer on the flight deck of the applicable type or similar type as agreed by CARC. These simulator sessions shall include:

- Flight between two different airports of at least (2) hours duration each, and
- Associated pre-flight planning and de-briefing.

The requirements above are fulfilled if the applicant has been issued a specific authorization in accordance with Appendix 1 to JCAR-FCL 1.300 and comply with the requirements of JCAR-FCL 1.415.

(b) If the privileges are to be extended to further types of multi-pilot airplanes the holder shall have:
(1) Satisfactorily completed the simulator content of the relevant type rating course; and

(2) Conducted on a complete type rating course at least (3) hours of flight instruction related to the duties of a TRI (A) on the applicable type of airplane under the supervision and to the satisfaction of a TRI (A) notified by CARC for this purpose.

JCAR-FCL 1.415 SFI (A) – Revalidation and renewal

(See Appendix 1 to JCAR-FCL 1.240)

(See Appendix 1 to JCAR-FCL 1.365) (See AMC JCAR-FCL 1.365)

(a) For revalidation of a SFI(A) authorization the applicant shall within the last (12) months of the validity period of the authorization:

(1) Conduct one simulator session of at least (3) hours as part of a complete type rating/refresher/recurrent training course, and

(2) Have completed a proficiency check as set out in Appendix 1 and 2 to JCAR-FCL1.240 on a flight simulator of the appropriate type.

(b) If the authorization has lapsed the applicant shall have:

(1) Completed the simulator content of the applicable type rating course;

(2) Successfully completed an approved TRI(A) course as agreed by CARC (see Appendix 1 to JCAR-FCL 1.365 and AMC to JCAR-FCL 1.365)

(3) Conducted on a complete type rating course at least 3 hours of flight instruction related to the duties of a TRI (A) on the applicable type of airplane under the supervision and to the satisfaction of a TRI (A) notified by CARC for this purpose.

(4) Have completed a proficiency check as set out in Appendix 1 to JCAR-FCL1.240 on a flight simulator of the appropriate type.

JCAR-FCL 1.416 Multi Crew Co-operation Course Instructor authorization (airplane) MCCI (A) – Privileges.

(See Appendix 1 to JCAR-FCL 1.520 & 1.525)

The privileges of the holder of a MCCI (A) are to carry out instruction during:

(a) The practical part of MCC-courses when not combined with type rating training; and

(b) The basic phase of the MPL (A) integrated training course (see Appendix 1 to JCAR- FCL 1.520 & 1.525), provided he holds or has held a FI (A) rating and the requirements of JCAR-FCL 1.310(d) are met.

JCAR-FCL 1.417 MCCI (A)-Requirements.

(See AMC JCAR-FCL 1.417)

(a) An applicant for a MCCI(A) authorization shall:

(1) Hold or have held JCAR-FCL 1 a professional pilot license or ICAO contracting state professional pilot license acceptable to CARC.
(2) Have at least (1500) hours flying experience as pilot on multi-pilot airplanes.
(3) Have completed on a FNPT II or a flight simulator an approved MCCI course. (see AMC JCAR-FCL 1.417)
(4) Have conducted on a complete MCC course at least (3) hours of flight instruction / MCC- instruction on the relevant FNPT II or flight simulator under the supervision and to the satisfaction of a TRI (A), SFI (A) or MCCI (A) notified by CARC for this purpose.

(b) If the privileges are to be extended to another type of FNPT II or flight simulator the holder shall complete (a) (4) above on that type of FNPT II or FS.

JCAR-FCL 1.418 MCCI (A) - Revalidation and renewal.

(a) For revalidation of a MCCI(A) authorization the applicant shall within the last (12) months of the validity period of authorization have completed the requirement in JCAR-FCL 1.417(a)(4).

(b) If the authorization has lapsed the applicant shall:
(1) Meet any requirement of refresher training at the discretion of CARC; and
(2) Have completed the requirement in JCAR-FCL 1.417(a) (4).

JCAR-FCL 1.419 Synthetic training instructor authorization (airplane) STI (A) – Privileges, requirements, revalidation and renewal.

(See Appendix 1 to JCAR-FCL 1.520 & 1.525)

(a) Privileges.

The privileges of the holder of a STI (A) authorization are to carry out synthetic flight instruction:
(1) For issue of a license.

(2) For issue of an instrument rating and class or type rating for single pilot airplanes; and

(3) During for the core flying skills training of the MPL (A) integrated training course (see Appendix 1 to JCAR-FCL 1.520 & 1.525), provided the requirements of JCAR-FCL 1.310(d) are met.

(b) Requirements. An applicant for a STI (A) authorization shall:

(1) Hold or have held within the previous (3) years a pilot license containing an instructional qualification appropriate to the courses on which instruction is intended or an ICAO license acceptable to CARC.

(2)

(i) Have conducted in a flight simulator or FNPT II at least (3) hours of flight instruction related to the duties of a STI (A) under the supervision and to the satisfaction of an FIE (A) notified by CARC for this purpose; or

(ii) For a STI (A) wishing to instruct on a BITD only, have completed on a BITD at least (3) hours of flight instruction under the supervision and to the satisfaction of an FIE (A) notified by CARC for this purpose.

(3)

(i) Have completed within a period of (12) months preceding the application a Proficiency check in accordance with Appendix 3 to JCAR-FCL1.240 in an FNPT of the class or type of airplane appropriate to the instruction Intended; or

(ii) For an STI (A) wishing to instruct on BITDs only, have completed within a period of (12) months preceding the application a proficiency check covering only those exercises listed in Appendix 1 to JCAR-FCL 1.125.

(c) For revalidation of a STI (A) authorization the applicant shall within the last (12) months of the validity period of the authorization:

(1) Conducted at least (3) hours of instruction in a flight simulator or FNPT II or BITD where applicable as part of a complete CPL, IR, PPL or class or type rating course, and

(2) Have completed Section 3 B of the proficiency check set out in Appendix 3 to JCAR-FCL 1.240 for the appropriate type or class of airplane in a flight simulator or FNPT II on which instruction is routinely conducted; or

(3) For an STI (A) instructing on BITDs only, have completed a proficiency check covering only those exercises listed in Appendix 1 to JCAR-FCL 1.125.

(d) If the authorization has lapsed the applicant shall have:

(1)

(i) Completed at least (3) hours refresher training in a flight simulator or FNPT II; Or

(ii) For an STI(A) wishing to instruct in BITDs only, completed at least (3) hours refresher training in a BITD.

(2) Conducted on a complete CPL, IR, PPL or class or type rating course at least (3) hours instruction under the supervision and to the satisfaction of a FIE(A), FI(A), CRI(A), IRI(A), TRI(A) or SFI(A) notified by CARC for this purpose. At least (1) hour instruction shall be supervised and to the satisfaction of an FIE(A).

(3)

(i) Completed Section 3 B of the proficiency check set out in Appendix 3 to JCAR-FCL 1.240 for the appropriate type or class of airplane in a flight simulator or FNPT II on which instruction is routinely conducted; or

(ii) For an STI (A) instructing on BITDs only, have completed a proficiency check covering only those exercises listed in Appendix 1 to JCAR-FCL 1.125.

Appendix 1 to JCAR-FCL 1.300

Requirements for a specific authorization for instructors not holding a JCAR-FCL 1 license to instruct in TRTO outside Jordan or in a FTO partial training outside Jordan in accordance with Appendix 1 b to JCAR-FCL 1.055.

(See JCAR-FCL 1.300(a) (2) (iii))

1.

(a) Instructors seeking to instruct for a JCAR-FCL 1 license including class and instrument ratings shall:

(i) Hold at least a CPL and ratings issued in accordance with ICAO Annex I required by the respective ICAO contracting State for the instruction to be given on aircraft registered in that State.

(ii) Have completed at least (500) hours of flight time as a pilot of airplanes of which at least (200) hours shall be as a flight instructor, including experience in the role of instruction to be given, and meet the experience requirements of JCAR-FCL 1.330(a), (b), (c), (d) and/or (e).

(iii) Have completed in accordance with JCAR-FCL 1 the approved relevant course(s) of theoretical instruction and flight training. The course may be modified, as approved by CARC, taking into account the previous training and the experience of the applicant, but shall comprise at least (30) hours of ground instruction and 15

hours of dual flight instruction performed by a flight instructor holding a JCAR-FCL 1 license and rating in accordance with JCAR-FCL 1.330(f).

(iv) Have passed the skill test set out in JCAR-FCL 1.345.

(v) Have a validity period of the authorization is at the discretion of CARC but not exceeding (1) years.

(vi) Conduct no instruction for part of MPL training where MCC principles are taught.

(vii) Revalidate or renew any authorization issued in accordance with Para (i) -(iv) above shall be in accordance with JCAR-FCL 1.355.

(b) The authorization will be restricted as follows:

(i) No instruction for the issue of any instructor ratings.

(ii) No instruction within Jordan.

(iii) Instruction to students only who have sufficient knowledge of the language in which the instruction is given.

(iv) To those parts of the ATP integrated course where the instructor can demonstrate the experience relevant to the intended training according to paragraph 1(a)(ii).

(v) No instruction for MCC training as defined in Appendix 1 to JCAR-FCL 1.261(d) and AMC to JACR-FCL 1.261(d).

2.

(a) Instructors seeking to instruct for a JCAR-FCL 1 type rating shall:

(i) Hold at least the license and ratings issued in accordance with ICAO Annex I required by the respective ICAO contracting state for the instruction to be given on aircraft registered in that State.

(ii) Comply with the experience requirements of JCAR-FCL 1.365(a) (2) and (3) in order to act as TRI (A) or with JCAR-FCL 1.410(a) (3) and (7) in order to act as SFI (A).

(iii) Have completed as a type rating instructor (TRI(A) or equivalent) at least (100) hours of flight or simulator instruction time.

(iv) Validity period of the authorization is at the discretion of CARC but not exceeding (1) years.

(v) Have complied with the revalidation requirements of JCAR-FCL 1.370 acting as TRI (A) or JCAR-FCL 1.415 acting as SFI (A).

(b) The authorization will be restricted as follows:

(i) No instruction for the issue of any instructor ratings.

(ii) No instruction within Jordan.

(iii) Instruction to students only who have sufficient knowledge of the language in which the instruction is given.

(iv) No instruction for MCC training as defined in Appendix 1 to JCAR-FCL 1.261(d) and AMC JCAR-FCL 1.261(d).

Appendix 1 to JCAR-FCL 1.310(d) MPL(A) Instructors Training Course (See JCAR-FCL 1.310(d))

(See AMC JCAR-FCL 1.310(d)) (See IEM JCAR-FCL 1.310(d))

Course Objective.

1. Instructors delivering MPL training shall be able to deliver competency based training, in particular to:
   (a) Demonstrate knowledge of the competency based approach to training.
   (b) Prepare resources.
   (c) Create a climate conducive to learning.
   (d) Present knowledge.
   (e) Integrate threat and error management and CRM.
   (f) Manage Time to achieve training objectives.
   (g) Facilitate learning.
   (h) Assess trainee performance.
   (i) Monitor and review progress.
   (j) Evaluate training sessions.
   (k) Report outcome.
2. The objective of the MPL (A) Instructors Training course is to train applicants to deliver training in accordance with the features of a competency based approach to training and assessment.

   An approved MPL (A) Instructors Training course shall comprise not less than (14) hours of training.

3. Approval for a MPL (A) Instructor Training course shall only be given to a FTO of a JCAR-OPS 1 operator or a FTO having a specific approved arrangement with a JCAR- OPS 1 operator. The FTO shall, itself, be approved to conduct MPL (A) training course.

MPL (A) Instructor Qualification Certificate.

4. On completion of the training course, an assessment of instructor competence shall be a practical demonstration of instruction in the appropriate phase of the MPL (A) training course. The course shall be conducted under the supervision and to the satisfaction of a TRI

(A) notified by CARC for this purpose. The FTO shall issue the applicant with a certificate as evidence of successful course completion.

Appendix 1 to JCAR-FCL 1.330 and 1.345

Arrangements for the flight instructor rating (FI (A)) skill test, proficiency check and oral theoretical knowledge examination.

(See JCAR-FCL 1.330, 1.345, 1.355, 1.380, 1.385 and 1.395)

1. The skill test for a FI (A) rating is set out in Appendix 2 to JCAR-FCL 1.330 & 1.345. The test comprises oral theoretical examinations on the ground, pre-flight and post flight briefings and in-flight FI (A) demonstrations during skill tests in an airplane.
2. An applicant for the skill test shall have received instruction on the same type or class of airplane used for the test. The airplane used for the test shall meet the requirements set out in Appendix 1 a to JCAR-FCL 1.055, paragraph 25.

3. Before taking the skill test an applicant shall have completed the required training. The FTO shall produce the applicant‘s training records when required by the examiner.
4. Section 1, the oral theoretical knowledge examination part of the skill test, is sub- divided into two parts:
   (a) The applicant is required to give a lecture under test conditions to other ‗student(s)‘, one of whom will be the examiner. The test lecture is to be selected from items a–h of Section 1. The amount of time for preparation of the test lecture shall be agreed beforehand with the examiner. Appropriate literature may be used by the applicant. The test lecture should not exceed (45) minutes.
   (b) The applicant is tested orally by an examiner for knowledge of items a–i of Section 1 and the ‗teaching and learning‘ content given in the FI (A) courses.
5. Section 2, 3 and 7 are for a FI (A) rating for single engine (SE) single pilot airplanes (SPAs). These sections comprise exercises to demonstrate the ability to be a FI (A) (ie. instructor demonstration exercises) chosen by the examiner from the flight syllabus of the FI (A) training courses (see AMC JCAR-FCL 1.340, 1.380 and 1.395). The applicant will be required to demonstrate FI (A) abilities, including briefing, flight instruction and de-briefing.

6. Section 4 is intentionally blank and may be used for the inclusion of other FI (A) demonstration exercises, as decided by the examiner and acknowledged by the applicant before the skill test.

7. Section 5 comprises additional instructor demonstration exercises for a FI (A) rating for multi-engine (ME) SPAs. This section, if required, shall use a ME SPA, simulator or FNPT II. If a simulator or FNPT is used, this shall simulate a ME airplane. This section shall be completed in addition to Section 2, 3 and 4 (if applicable) and 7.

8. Section 6 is intentionally blank. This part will include additional FI (A) rating demonstration exercises, as decided by the examiner and agreed with the applicant before the skill test, for a FI (A) rating for instrument ratings (IR). These exercises will be related to the training requirements for the initial issue of an IR.

9. During the skill test the applicant shall occupy the seat normally occupied by the FI (A). The examiner or another FI (A) shall function as the ‗student'. The applicant shall be required to explain the relevant exercises and to demonstrate their conduct to the ‗student', where appropriate. Thereafter, the ‗student' shall execute the same maneuver including typical mistakes of inexperienced students. The applicant is expected to correct mistakes orally and/or, if necessary, by intervening.

10. Section 1 and 2 through 7 (as relevant) shall be completed within a period of 6 months but all Sections should, wherever possible, be completed on the same day. Failure in any exercise within Sections 2, 3 and 4 (if applicable) and 5/6 (if relevant) requires a re- test covering all exercises. Section 1, if failed, may be retaken separately.

11. The examiner may terminate the test at any stage if it is considered that the applicant's demonstration of flying or instructional skills require a re-test.

12. The examiner shall be the pilot-in-command, except in circumstances agreed by the examiner when another FI (A) is designated as pilot-in-command for the flight. Responsibility for the flight shall be allocated in accordance with JCARs.

13. The skill test contents and sections set out in Appendix 2 to JCAR-FCL 1.330 & 1.345 shall be used for the skill test. The format and application form for the skill test may be determined by CARC (see IEM JCAR-FCL 1.130).

Appendix 2 to JCAR-FCL 1.330 & 1.345

Contents of the flight instructor rating (FI (A)) skill test, oral theoretical knowledge examination and proficiency check.

(See JCAR-FCL 1.330, 1.345)

(See IEM JCAR-FCL 1.330)

Section – 1 Theoretical Knowledge Oral	
a	Air law
b	Aircraft General Knowledge
c	Flight Performance and Planning
d	Human Performance and Limitations
e	Meteorology
f	Navigation
g	Operational Procedures
h	Principles of Flight
i	Training Administration

Sections 2 and 3 selected main exercise

Section – 2 Pre-Flight Briefing	
a	Visual Presentation
b	Technical Accuracy
c	Clarity of Explanation
d	Clarity of Speech
e	Instructional Technique
f	Use of Models and Aids
g	Student Participation
Section – 3 Flight	
a	Arrangement of Demo
b	Synchronization of Speech with Demo
c	Correction of Faults
d	Airplane Handling
e	Instructional Technique
f	General Airmanship/Safety
g	Positioning, use of Airspace

Section – 4 Other Exercises	
a	
b	
c	
d	
e	
f	
g	

Section – 5 Multi-Engine Exercises	
a	[1] Actions following an Engine failure shortly after take-off
b	[1] A single-engine approach and go around
c	[1] A single-engine approach and landing
d	
e	
f	
g	

1. These exercises shall be demonstrated at the skill test for the single-pilot multi-engine class rating instructor rating.

Section – 6 Instrument Exercises	
a	
b	
c	
d	
e	
f	
g	

Section – 7 Post flight De-Briefing	
a	Visual Presentation
b	Technical Accuracy
c	Clarity of Explanation
d	Clarity of Speech
e	Instructional Technique
f	Use of Models and Aids
g	Student Participation

Appendix 1 to JCAR-FCL 1.340

Flight instructor rating (airplane) (FI (A)) course
(See JCAR-FCL 1.340)
(See AMC JCAR-FCL 1.340)

Course Objective.

1. The aim of the FI(A) course is to train airplane license holders to the level of proficiency necessary for the issue of a FI(A) rating and, for that purpose to:
   (a) Refresh and bring up to date the technical knowledge of the student instructor.
   (b) Train the student instructor to teach the ground subjects and air exercises.
   (c) Ensure that the student instructor‘s flying is of a sufficiently high standard; and
   (d) Teach the student instructor the principles of basic instruction and to apply them at the PPL level.
2. With the exception of the section on Teaching and Learning, all the subject detail contained in the Ground and Flight Training Syllabus is complementary to the PPL (A) course syllabus and should already be known by the applicant.

3. The FI (A) course should give particular stress to the role of the individual in relation to the importance of human factors in the man-machine and theoretical knowledge environment interaction. Special attention should be paid to the applicant‘s maturity and judgment including an understanding of adults, their behavioral attitudes and variable levels of education.

4. During the course, the applicants shall be made aware of their own attitudes to the importance of flight safety. Improving safety awareness shall be a fundamental objective throughout the course. It will be of major importance for the course of training to aim at giving applicants the knowledge, skills and attitudes relevant to a flight instructor‘s task.

5. On successful completion of the course and final test the applicant may be issued with a FI (A) rating.

Teaching and Learning.

6. The syllabus is set out in AMC JCAR-FCL 1.340, Part 1. An approved FI (A) theoretical knowledge course shall comprise not less than (125) hours including progress tests. Pilots holding or having held a FI (H) rating are credited with (75) hours towards the (125) hours of the Teaching and Learning Part 1 of the FI (A) course.

Flying Training.

7. The flying training syllabus is set out in AMC JCAR-FCL 1.340, Part 2. An approved FI (A) course shall comprise not less than 30 hours of flight instruction.

Skill Test.

8. On completion of the course, the applicant shall take the skill test in accordance with Appendices 1 and 2 to JCAR-FCL 1.330 & 1.345.

Appendix 1 to JCAR-FCL 1.365

Course for the type rating instructor rating for multi-pilot airplane (TRI) (MPA)
(See JCAR-FCL 1.365)
(See AMC JCAR-FCL 1.365)

Course Objective.

1. The aim of the TRI (A) course is to train airplane license holders with more than (1500) hours as pilots of multi-pilot airplanes to the level of proficiency necessary for the issue of a TRI (A) rating. The course shall be designed to give adequate training to the applicant in theoretical knowledge instruction; flight instruction and synthetic flight instruction in order to instruct for any multi-pilot airplane type rating for which the applicant is qualified (see JCAR-FCL 1.365).

Teaching and Learning.

2. The syllabus is set out in AMC JCAR-FCL 1.365. An approved TRI (A) Teaching and Learning course shall comprise not less than (25) hours. Pilots holding or having held one of the following ratings are credited for the TRI(A) Teaching and Learning part of the TRI course:

FI (A), CRI (A), IRI (A), STI (A), MCCI (A),
FI (H), TRI (H), IRI (H), SFI (H)

Flight Training.

3. The flight training syllabus is set out in AMC JCAR-FCL 1.365.

Course for the single-pilot multi-engine class rating instructor rating (Airplane) (CRI (SPA)).

(See JCAR-FCL 1.380)
(See AMC JCAR-FCL 1.380)

1. The aim of this course is to train airplane license holders with at least (500) hours as pilot of airplanes to the level of proficiency necessary for the issue of a CRI (A) rating for single-pilot multi- engine airplanes. The course shall be designed to give adequate training to the applicant in theoretical knowledge instruction; flight instruction and synthetic flight instruction in order to instruct for any single- pilot multi-engine airplane class or type rating for which the applicant is qualified (see JCAR-FCL 1.380).

Teaching and Learning.

2. The syllabus is set out in AMC JCAR-FCL 1.380. An approved CRI (A) Teaching and Learning course shall comprise not less than (25) hours. Pilots holding or having held one of the following ratings are credited for the CRI(A) Teaching and Learning part of the CRI course:

   FI (A), IRI (A), TRI (A), SFI (A), STI (A), MCCI (A),
   FI (H), TRI (H), IRI (H), SFI (H)

Flying Training.

3. An applicant for the issue of a CRI (SPA) rating for multi-engine airplanes shall complete not less than (5) hours of flying training given by an instructor, approved for this purpose. The flight training shall be aimed at ensuring that the applicant is able to teach the air exercises safely and efficiently to students undergoing a course of training for the issue of a single-pilot multi-engine class/type rating. The flying training syllabus is set out in AMC JCAR-FCL 1.380.

Skill Test.

4. On completion of the course, the applicant shall take the skill test in accordance with Appendix 1 and Sections 1, 2, 3, 5 and 7 of

Appendix 2 to JCAR-FCL 1.330 & 1.345.

Course for the single-pilot single engine class rating instructor rating (airplane) (CRI (SPA))
(See JCAR-FCL 1.380)

1. The aim of this course is to train airplane license holders with more than (300) hours as pilot of airplane to the level of proficiency necessary for the issue of a CRI (A) rating for

single engine airplanes. The course shall be designed to give adequate training to the applicant in theoretical knowledge instruction, flight instruction and synthetic flight instruction in order to instruct for any single pilot single engine airplane class or type rating for which the applicant is qualified (see JCAR-FCL 1.380)

Teaching and Learning.

2. An approved CRI (A) Teaching and Learning course shall comprise not less than (25) hours. Pilots holding or having held one of the following ratings credited for the CRI(A) Teaching and Learning part of the CRI course:

FI (A), IRI (A), TRI (A), SFI (A), STI (A), MCCI (A), FI (H), TRI (H), IRI (H), SFI (H)

Flying Training.

3. An applicant for the issue of a CRI (SPA) rating for single engine airplanes shall complete not less than (3) hours of flying training given by an instructor, approved for this purpose. The flight training shall be aimed at ensuring that the applicant is able to teach the air exercises safely and efficiently to students undergoing a course of training for the issue of a single pilot single engine class or type rating.

Skill Test.

4. On completion of the course, the applicant shall take the skill test in accordance with Appendix 1 and Sections 1, 2, 3, 4 and 7 of Appendix 2 to JCAR-FCL 1.330 & 1.345.

Appendix 1 to JCAR-FCL 1.395

Course for the instrument rating instructor rating (Airplane) (IRI (A)).

(See JCAR-FCL 1.395) (See AMC JCAR-FCL 1.395)

1. The aim of this course is to train airplane license holders to the level of proficiency necessary for the issue of an IRI (A) rating. The course shall be designed to give the applicant adequate training in ground and flying instructional techniques based upon established teaching methods.

Teaching and Learning.

2. Syllabus is set out in AMC JCAR-FCL 1.395. An approved IRI (A) Teaching and Learning course shall comprise not less than 25 hours. Pilots holding or having held one of the following ratings are credited for the IRI(A) Teaching and Learning part of the IRI course:

   FI (A), CRI (A), TRI (A), SFI (A), STI (A), MCCI (A) FI (H), TRI (H), SFI (H)
   Pilots holding an IRI (H) who meet the requirements set out in JCAR-FCL 1.395(a) are credited of the course except for the ―Long Briefing 2‖, ―Air Exercise 2‖ and Skill Test.

Flight Training.

3. An approved IRI (A) course shall comprise not less than (10) hours or (5) hours in the case of a FI (A) of flight training on an airplane, flight simulator or FPNT II.

Skill Test.

4. On completion of the course, the applicant shall take the skill test in accordance with Appendices 1 and 2 to JCAR-FCL 1.330 & 1.345.

Subpart - I

Examiners (Airplane)

JCAR-FCL 1.420 Examiners – Purposes

Six roles of an examiner are recognized:

(a) Flight examiner – airplane (FE (A)).
(b) Type rating examiner – airplane (TRE (A)).
(c) Class rating examiner – airplane (CRE (A)).
(d) Instrument rating examiner – airplane (IRE (A)).
(e) Synthetic flight examiner – airplane (SFE (A)).
(f) Flight instructor examiner – airplane (FIE (A)).

JCAR-FCL 1.425 Examiners – General

(See AMC JCAR-FCL 1.425) (See IEM JCAR-FCL 1.425)

(a) Pre-requisites.

(1) Examiners shall hold a license and rating at least equal to the license or rating for which they are authorized to conduct skill tests or proficiency checks and, unless specified otherwise, the privilege to instruct for this license or rating.

(2) Examiners shall be qualified to act as pilot-in-command of the aircraft during a skill test or proficiency check, unless otherwise specified, and shall meet the applicable experience requirements set out in JCAR-FCL 1.435 through 1.460. Where no qualified examiner is available and, at the discretion of CARC, examiners/inspectors may be authorized without meeting the relevant instructor/type /class rating requirements as mentioned above.

(3) The applicant for an examiner authorization shall have conducted at least 1 skill test in the role of an examiner for which authorization is sought, including briefing, conduct of the skill test, and assessment of the applicant to whom the skill test is given, de-briefing and recording / documentation. This ‗Examiner Authorization Acceptance Test' will be supervised by an inspector of CARC or by a senior examiner specifically authorized by CARC for this purpose.

(b) Multiple roles. Provided that they meet the qualification and experience requirements set out in this Subpart for each role undertaken, examiners are not confined to a single role as FE (A), TRE (A), CRE (A), IRE (A), SFE (A) or FIE (A).

(c) Compliance with JCARs. Examiners will be authorized in accordance with JCAR-FCL 1.030. The examiner shall comply with appropriate examiners' standardization arrangements made or approved by CARC (see AMC JCAR-FCL 1.425 and IEM JCAR-FCL 1.425).

(d) Entries in the license. In licenses where revalidation entries may be made by the examiner, the examiner will:

(1) Complete the following details: ratings, date of check, valid until, authorization number and signature.

(2) Submit the original of the skill test/proficiency check form to the issuing Commission and hold one copy of the check form on personal file.

JCAR-FCL 1.430 Examiners – Period of validity.

An examiner's authorization is valid for 1 year. Examiners are re- authorized at the discretion of CARC, and in accordance with Appendix 1 to JCAR-FCL 1.425.

JCAR-FCL 1.435 Flight examiner (airplane) (FE (A)) – Privileges / Requirements.

The privileges of a FE (A) are to conduct:

(a) Skill tests for the issue of the PPL(A) and skill tests and proficiency checks for the associated single-pilot class/type rating provided that the examiner has completed not less than (1000) hours flight time as a pilot of airplanes, including not less than (250) hours flight instruction.

(b) Skill tests for the issue of a CPL (A) and skill test and proficiency checks for the associated single-pilot class/type ratings provided that the examiner has completed not less than (2000) hours flight time as a pilot of airplanes, including not less than (250) hours flight instruction.

JCAR-FCL 1.440 Type rating examiner (airplane) (TRE (A)) – Privileges / Requirements.

The privileges of a TRE (A) are to conduct:

(a) Skill tests for the issue of type ratings for multi-pilot airplanes.

(b) Proficiency checks for revalidation or renewal of multi-pilot type and instrument ratings.
(c) Skill tests for ATPL(A) issue.
(d) Skill tests for MPL(A) issue, provided that the examiner has complied with the requirements of JCAR-FCL 1.310(d).
(e) Provided that the examiner has completed not less than (1500) hours flight time as a pilot of multi-pilot airplanes of which at least (500) hours shall be as pilot-in-command, and holds or has held a TRI(A) rating or authorization.

JCAR-FCL 1.445 Class rating examiner (airplane) (CRE (A)) – Privileges/ Requirements.

The privileges of a CRE (A) are to conduct:

(a) Skill tests for the issue of class and type ratings for single-pilot airplanes.
(b) Proficiency checks for revalidation or renewal of class and type ratings for single- pilot airplanes and revalidation of instrument ratings.

Provided that the examiner holds or has held a professional pilot license (A) and holds a PPL(A) and has completed not less than (500) hours as a pilot of airplanes.

JCAR-FCL 1.450 Instrument rating examiner (airplane) (IRE (A)– Privileges/ Requirements.

The privileges of an IRE (A) are to conduct skill tests for the initial issue and proficiency checks for the revalidation or renewal of instrument ratings.

provided that the examiner has completed not less than (2000) hours flight time as a pilot of airplanes, including not less than (450) hours flight time under IFR of which (250) hours shall be as a flight instructor.

JCAR-FCL 1.455 Synthetic flight examiner (airplane) (SFE (A)) – Privileges/Requirements.

The privileges of an SFE (A) are to conduct in a flight simulator:

(a) Skill tests for the issue of type ratings for multi-pilot airplanes.

(b) Proficiency checks for revalidation or renewal of multi-pilot type and instrument ratings.
(c) Skill test for ATPL (A) issue.
(d) Skill tests for MPL issue, provided that the examiner has complied with the requirement JCAR-FCL1.310(d).

(e) Assessment of competence for the issue, revalidation or renewal of an SFI certificate in the relevant aircraft category, provided that the examiner has completed at least 3 years as an SFE.

Provided that the examiner holds an ATPL(A), has completed not less than (1500) hours of flight time as a pilot of multi-pilot airplanes and is entitled to exercise the privileges of a SFI(A) and for the purpose of (a) above holds a valid type rating on the applicable airplane type (see JCAR-FCL 1.405).

JCAR-FCL 1.460 Flight instructor examiner (airplane) (FIE (A) – Privileges /Requirements.

The privileges of an FIE(A) are to conduct skill tests and proficiency checks or renewals for the issue and revalidation of flight instructor ratings, provided that the examiner has completed not less than (2000) hours as a pilot of airplanes, including not less than (100) hours flight time instructing applicants for a FI(A) rating.

Appendix 1 to JCAR-FCL 1.425 Standardization arrangements for examiners. (See JCAR-FCL 1.425 & 1.430)

(See AMC JCAR-FCL 1.425)

General.

1. CARC will publish and submit a list of authorized examiners specifying each role and any additional matters for which they have been authorized.

2. Examiners shall consistently apply JCAR-FCL 1 standards during a test/check. However as the circumstances of each test/check conducted by an examiner may vary, it is also important that an examiner‘s test/check assessment takes into account any adverse condition(s) encountered during the test/check.

Examiners Designation and Authorization.

3. An examiner will be designated and authorized in accordance with JCAR-FCL 1 and will be:
   (a) A flight operations inspector from CARC; or
   (b) An instructor from an FTO, TRTO; manufacturer‘s facility or subcontracted facility; or
   (c) A pilot holding a specific authorization from CARC.
4. All Examiners must be suitably trained, qualified and experienced for their role on the relevant type/class of airplane. No specific rules on qualification can be made because the particular circumstance of each organization will differ. It is important, however, that in every instance, the Examiner should, by background and experience, have the professional respect of the aviation community.

Examiner Re-Authorization.

5. Examiners may be reauthorized in accordance with JCAR-FCL 1.430. To be reauthorized, the examiner shall have conducted at least two skill tests or proficiency checks during the year of the authorization period. One of the skill tests or proficiency checks given by the examiner within the validity period of the authorization shall have been observed by an inspector of CARC or by a senior examiner specifically authorized for this purpose.

Subpart- J
Theoretical Knowledge Requirements and Procedures For The Conduct of Theoretical Knowledge Examinations for Professional Pilot Licenses and Instrument Ratings

JCAR-FCL 1.465 Requirements.

An applicant for a professional pilot license or an instrument rating shall demonstrate a level of knowledge appropriate to the privileges of the license or rating for which application is made by passing theoretical knowledge examinations in accordance with the procedures set out in JCAR-FCL 1.470 through 1.495.

JCAR-FCL 1.470 Contents of theoretical knowledge examinations.

(See Appendix 1 to JCAR-FCL 1.470)

(a) An applicant for the ATPL(A) or the MPL(A) shall demonstrate a level of knowledge appropriate to the privileges granted in the following subjects : Air Law; 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; VFR Communications; IFR Communications.

(b) An applicant for the CPL(A) shall demonstrate a level of knowledge appropriate to the privileges granted in the following subjects: Air Law; Aircraft General Knowledge; Flight Performance and Planning; Human Performance; Meteorology; Navigation; Operational Procedures; Principles of flight; VFR Communications.

(c) An applicant for an IR(A) shall demonstrate a level of knowledge appropriate to the privileges granted in the following subjects: Air Law; Aircraft General Knowledge; Flight Performance and Planning; Human Performance; Meteorology; Navigation; IFR Communications.

(d) The breakdown of the subjects into examinations papers, times allowed, and the total number and distribution of questions will be specified in the associated procedures.

JCAR-FCL 1.475 Questions.

(See IEM JCAR-FCL 1.475 (a) and (b))

(See Appendix 1 to JCAR-FCL 1.470)

(a) The Central Question Bank. Questions appropriate to the syllabuses (see Appendix 1 to JCAR-FCL 1.470) will be held in CARC Central Question Bank (CQB). Questions entered in the CQB will be composed in English, according to a method described in IEM to JCAR-FCL 1.475(a), using abbreviations (see IEM JCAR-FCL 1.475(b)), and compiled in a computer compatible format. The questions will be in multiple choice formats. CARC may exercise discretion in the presentation of questions in an examination according to JCAR-FCL 1.480.

(b) Publication. Samples of questions and multiple choice answers will be published from time to time by CARC.

JCAR-FCL 1.480 Examination procedure.

(See Appendix 1 to JCAR-FCL 1.470)

(a) Frequency. CARC will provide the opportunity for an applicant to complete the required examinations in accordance with the procedures set out in this Subpart. A complete examination for a license or instrument rating will comprise an examination in each of the subjects detailed in Appendix 1 to JCAR-FCL 1.470.

(b) Language. The examinations will be provided in English.

(c) Content. Questions for an examination will be selected by CARC from the CQB according to a common method which allows coverage of the entire syllabi in each subject. The examination in Communications may be provided separately from those in other subjects, as decided by CARC. An applicant who has previously passed either or both of the examinations in VFR and IFR Communications will not be re- examined in the relevant sections.

(d) Oral Examinations. Oral examinations will not be conducted in lieu of written or computer based examinations.

(e) Facilities. CARC will determine how to provide suitable charts, maps, data sheets and equipment as required, to answer the questions.

(f) Security. The identity of the applicant will be established before an examination is taken.

(g) Confidentiality. The contents of the examination papers will retain a confidential status.

JCAR-FCL 1.485 Responsibilities of the applicant.

(a) An applicant shall take the entire set of examinations in Jordan

(b) An applicant shall be recommended for an examination by the approved FTO responsible for applicant‘s training when the applicant has completed the appropriate elements of the course of theoretical knowledge instruction to a satisfactorily standard.An applicant who has failed to complete the examination within the limits imposed by JCAR-FCL 1.490 will in addition be required to produce evidence from an approved Training Organization of further training.

(c) If CARC considers that the applicant is not complying with examination procedures during the examination, this misconduct will be considered with a view to failing the applicant, either in the examination of a single subject or in the examination as a whole.

(d) Notwithstanding JCAR FCL 1.485 (C) above, CARC may at its discretion and upon CARC CEO’S approval require that an applicant and/or license holder undergoes an additional step to ensure that the required standard is achieved by passing an extra general theoretical knowledge exam.

JCAR-FCL 1.490 Pass standards.

(a) A Pass in an examination paper will be awarded to an applicant achieving at least 75% of the marks allocated to that paper. There is no penalty marking.

(b) Subject to any other conditions in JCARs, an applicant will be deemed to have successfully completed the required theoretical knowledge examination for the, appropriate pilot license or rating when awarded a pass in all of the required subjects within a period of (24) months counted from the end of the calendar month when the applicant first attempted an examination.

(c) Where there is sufficient reason, the CEO may, upon a recommendation from the Licensing Unit Director detailing the reasons, approve to extend the period specified in (b) above to (24) months.

(d) An applicant shall re-enter the complete examination as though far an initial attempt if he has failed to pass any single examination paper within four attempts, or has failed to pass all papers within either six sittings or the period mentioned in paragraph (b) above. Before re- entry to the examinations the applicant shall undertake further training as determined by CARC.

(e) Where there is sufficient reason, the CEO may, upon a recommendation from the Licensing Unit Director detailing the reasons, approve to extend the attempts to pass any single examination specified in (d) above to six attempts.

JCAR-FCL 1.495 Acceptance period.

(a) A pass in the theoretical knowledge examinations given in accordance with JCAR-FCL 1.490 will be accepted for the grant of the CPL (A) or IR (A) during the (36) months from the date of gaining a Pass in all the required examination papers.

(b) Provided that an IR(A) is obtained in accordance with (a) above, a pass in the ATPL(A) theoretical knowledge examination will remain valid for a period of (7) years from the last validity date of the IR(A) entered in the CPL(A) for the issuance of an ATPL(A).

(c) A pass in the ATPL (A) theoretical knowledge examination will remain valid for a period of (7) years from the last validity date of a type rating entered in an F/E license.

Appendix 1 to JCAR-FCL 1.470
Theoretical knowledge – ATPL, CPL and IR

(See JCAR-FCL 1.470)

1. An applicant shall have received the relevant theoretical knowledge instruction on an approved course at an approved flying training organization (FTO) according to the syllabus subjects and headline topics below (refer to the Theoretical Knowledge Learning Objectives):

		Airplane		Helicopter			IR
		ATPL	CPL	ATPL /IR	ATPL	CPL	
010 00 00 00	**AIR LAW AND ATC PROCEDURES**	x	x	x	x	x	x
010 01 00 00	International Law : Conventions, Agreements and organizations						
010 02 00 00	Airworthiness of Aircraft						
010 03 00 00	Aircraft Nationality and Registration Marks						
010 04 00 00	Personnel Licensing						
010 05 00 00	Rules of The Air						
010 06 00 00	Procedures For Air Navigation Services - Aircraft Operations						
010 07 00 00	Air Traffic Services and Air Traffic Management						
010 08 00 00	Aeronautical Information Service						
010 09 00 00	Aerodromes/Heliports						
010 10 00 00	Facilitation						
010 11 00 00	Search and Rescue						
010 12 00 00	Security						
010 13 00 00	Aircraft Accident and Incident Investigation						

		Airplane		Helicopter			IR
		ATPL	CPL	ATPL /IR	ATPL	CPL	
021 00 00 00	**AIRCRAFT GENERAL KNOWLEDGE - AIRFRAME AND SYSTEMS, ELECTRICS, POWER PLANT, EMERGENCY**	x	x	x	x	x	x
021 01 00 00	System Design, Loads, Stresses, Maintenance						
021 02 00 00	Airframe						
021 03 00 00	Hydraulics						
021 04 00 00	Landing Gear, Wheels, Tires, Brakes						
021 05 00 00	Flight Controls						
021 06 00 00	Pneumatics - Pressurization and Air Conditioning						
021 07 00 00	Anti and De-Icing Systems						
021 08 00 00	Fuel System						
021 09 00 00	Electrics						
021 10 00 00	Piston Engines						
021 11 00 00	Turbine Engines						
021 12 00 00	Protection And Detection Systems						
021 13 00 00	Oxygen Systems						
021 14 00 00	Helicopter: Miscellaneous Systems						
021 15 00 00	Helicopter: Rotor Heads						
021 16 00 00	Helicopter: Transmission						
021 17 00 00	Helicopter: Blades						

		Airplane		Helicopter			IR
		ATPL	CPL	ATPL /IR	ATPL	CPL	
022 00 00 00	**AIRCRAFT GENERAL KNOWLEDGE INSTRUMENTATION**	x	x	x	x	x	x
022 01 00 00	Sensors and Instruments						
022 02 00 00	Measurement of Air Data Parameters						
022 03 00 00	Magnetism - Direct Reading Compass and Flux Valve						
022 04 00 00	Gyroscopic Instruments						
022 05 00 00	Inertial Navigation and Reference Systems						
022 06 00 00	Airplane: Automatic Flight Control Systems						
022 07 00 00	Helicopter: Automatic Flight Control Systems						
022 08 00 00	Trims - Yaw Damper - Flight Envelope Protection						
022 09 00 00	Auto throttle - Automatic Thrust Control System						
022 10 00 00	Communication Systems						
022 11 00 00	Flight Management System (F.M.S.)						
022 12 00 00	Alerting Systems, Proximity Systems						
022 13 00 00	Integrated Instruments - Electronic Displays						
022 14 00 00	Maintenance, Monitoring and Recording Systems						
022 15 00 00	Digital Circuits and Computers						

		Airplane		Helicopter			IR
		ATPL	CPL	ATPL /IR	ATPL	CPL	
030 00 00 00	**FLIGHT PERFORMANCE AND PLANNING**	x	x	x	x	x	
031 00 00 00	**Mass And Balance - Airplanes/ Helicopters**	x	x	x	x	x	
031 01 00 00	Purpose of Mass and Balance Considerations						
031 02 00 00	Loading						
031 03 00 00	Fundamentals of CG Calculations						
031 04 00 00	Mass and Balance Details Of Aircraft						
031 05 00 00	Determination of CG Position						
031 06 00 00	Cargo Handling						

		Airplane		Helicopter			IR
		ATPL	CPL	ATPL /IR	ATPL	CPL	
032 00 00 00	**PERFORMANCE-AIRPLANES**	x	x				
032 01 00 00	General						
032 02 00 00	Performance Class B - Single-Engine Airplanes						
032 03 00 00	Performance Class B - Multi-Engine Airplanes						
032 04 00 00	Performance Class A - Airplanes Certificated Under JCAR-CS 25 Only						

		Airplane		Helicopter			IR
		ATPL	CPL	ATPL /IR	ATPL	CPL	
033 00 00 00	**FLIGHT PLANNING AND FLIGHT MONITORING**	x	x	x	x	x	x
033 01 00 00	Flight Planning For VFR Flights						
033 02 00 00	Flight Planning For IFR Flights						
033 03 00 00	Fuel Planning						
033 04 00 00	Pre-Flight Preparation						
033 05 00 00	ATS Flight Plan						
033 06 00 00	Flight Monitoring and In-Flight Re-Planning						

		Airplane		Helicopter			IR
		ATPL	CPL	ATPL /IR	ATPL	CPL	
040 00 00 00	**HUMAN PERFORMANCE**	x	x	x	x	x	x
040 01 00 00	Human Factors: Basic Concepts						
040 02 00 00	Basic Aviation Physiology and Health Maintenance						
040 03 00 00	Basic Aviation Psychology						

		Airplane		Helicopter			IR
		ATPL	CPL	ATPL /IR	ATPL	CPL	
050 00 00 00	**METEOROLOGY**	x	x	x	x	x	x
050 01 00 00	The Atmosphere						
050 02 00 00	Wind						
050 03 00 00	Thermodynamics						
050 04 00 00	Clouds and Fog						
050 05 00 00	Precipitation						
050 06 00 00	Air Masses And Fronts						
050 07 00 00	Pressure Systems						
050 08 00 00	Climatology						
050 09 00 00	Flight Hazards						
050 10 00 00	Meteorological Information						

		Airplane		Helicopter			IR
		ATPL	CPL	ATPL /IR	ATPL	CPL	
060 00 00 00	**NAVIGATION**	x	x	x	x	x	x
061 00 00 00	**General Navigation**	x	x	x	x	x	x
061 01 00 00	Basics of Navigation						
061 02 00 00	Magnetism and Compasses						
061 03 00 00	Charts						
061 04 00 00	Dead Reckoning Navigation (DR)						
061 05 00 00	In-Flight Navigation						

		Airplane		Helicopter			IR
		ATPL	CPL	ATPL /IR	ATPL	CPL	
062 00 00 00	**RADIO NAVIGATION**	x	x	x	x	x	x
062 01 00 00	Basic Radio Propagation Theory						
062 02 00 00	Radio Aids						
062 03 00 00	Radar						
062 04 00 00	Intentionally Left Blank						
062 05 00 00	Area Navigation Systems, RNAV/FMS						
062 06 00 00	Global Navigation Satellite Systems						

		Airplane		Helicopter			IR
		ATPL	CPL	ATPL /IR	ATPL	CPL	
070 00 00 00	**OPERATIONAL PROCEDURES**	x	x	x	x	x	
070 01 00 00	General Requirements						
070 02 00 00	Special Operational Procedures and Hazards (General Aspects)						
070 03 00 00	Helicopter Emergency Procedures						

		Airplane		Helicopter			IR
		ATPL	CPL	ATPL /IR	ATPL	CPL	
080 00 00 00	**PRINCIPLES OF FLIGHT**	x	x	x	x	x	
081 00 00 00	**PRINCIPLES OF FLIGHT – AIRPLANE**	x	x				
081 01 00 00	Subsonic Aerodynamics						
081 02 00 00	High Speed Aerodynamics						
081 03 00 00	Intentionally Left Blank						
081 04 00 00	Stability						
081 05 00 00	Control						
081 06 00 00	Limitations						
081 07 00 00	Propellers						
081 08 00 00	Flight Mechanics						

		Airplane		Helicopter			IR
		ATPL	CPL	ATPL /IR	ATPL	CPL	
090 00 00 00	**Communications**	x	x	x	x	x	x
091 00 00 00	**VFR Communications**						
091 01 00 00	Definitions						
091 02 00 00	General Operating Procedures						
091 03 00 00	Relevant Weather Information Terms (VFR)						
091 04 00 00	Action Required to be Taken In Case Of Communication Failure						
091 05 00 00	Distress and Urgency Procedures						
091 06 00 00	General Principles of VHF Propagation and Allocation of Frequencies						
092 00 00 00	**IFR communications**						
092 01 00 00	Definitions						
092 02 00 00	General Operating Procedures						
092 03 00 00	Action Required to be Taken In Case of Communication Failure						
092 04 00 00	Distress and Urgency Procedures						
092 05 00 00	Relevant Weather Information Terms (IFR)						
092 06 00 00	General Principles of VHF Propagation and Allocation of Frequencies						
092 07 00 00	Morse Code						

Subpart- K

Multi-Crew Pilot License (Airplane) – MPL (A)

JCAR-FCL 1.500 Minimum age.

An applicant for a MPL (A) shall be at least (18) years of age.

JCAR-FCL 1.505 Medical fitness.

An applicant for a MPL (A) shall hold a valid Class 1 medical certificate in accordance with JCAR-Part Medical. In order to exercise the privileges of the MPL (A) a valid Class 1 medical certificate shall be held.

JCAR-FCL 1.510 Privileges and conditions.

(See JCAR-FCL 1.155)
(See JCAR-FCL 1.210)
(See JCAR-FCL 1.275)

(a) Privileges. Subject to any other conditions specified in JCARs, the privileges of the holder of a MPL (A) are to:
   (1) Exercise all the privileges of a PPL (A).

   (2) Exercise the privileges of a CPL (A).

   (3) Exercise the privileges of the IR (A) in a single-pilot operation in airplanes. Provided that the license holder shall have demonstrated an ability to act as pilot in command in a single pilot operation exercised solely by reference to instruments by completing specific training at the discretion of CARC and meeting the requirements as set in FCL 1.210. CARC may be guided as the credits to be granted on the bases of a recommendation from FTO.
   (4) Exercise the privileges of the IR (A) in an airplane required to be operated with a co-pilot.
   (5) Act as co-pilot in an airplane required to be operated with a co-pilot.

(b) Conditions. An applicant for a MPL (A) who has complied with the conditions specified in JCAR-FCL 1.500, 1.505, 1.515, 1.530 and if applicable 1.010(a (4) shall have fulfilled the requirements for the issue of a MPL (A) containing a type rating for the airplane type used on the skill test and an IR (A) restricted to airplane required to be operated with a co- pilot.

JCAR-FCL 1.515 Experience and Crediting.

(See JCAR-FCL 1.120)

(See Appendix 1 to JCAR-FCL 1.520 & 1/525)

(a) An applicant for a MPL (A) shall have completed in an approved training course not less than (295) hours as pilot fly and pilot not flying in actual and simulated flight.

(b) Flight experience in actual flight shall include all the experience requirements as set out in JCAR-FCL 1.120 and 1.125(b), upset recovery training, night flying, flight solely by reference to instruments and to achieve the relevant airmanship.

(c) Training in asymmetric flight shall be given, either in an airplane or a flight simulator, in the appropriate phase.

(d) In addition to the requirement as mention in (b) above, the applicant shall have gained, in a multi-engine turbine-powered airplane certificated for operation with a minimum crew of at least two pilots or in a FSTD, the experience necessary to achieve the advanced level of competency defined in Appendix 1 to JCAR-FCL 1.520 & 1.525 paragraph 16.

(e) The experience required shall be completed before the skill test given in JCAR-FCL 1.530.

JCAR-FCL 1.520 Theoretical knowledge.

(See JCAR-FCL 1.155)

(a) Course. An applicant for a MPL (A) shall have received theoretical knowledge instruction on an approved course at an approved flying training organization (FTO).

(b) Examination. An applicant for a MPL (A) shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of an ATPL (A) in accordance with the requirements in JCAR-FCL 1 (A) Subpart J and multi-pilot type rating course.

JCAR-FCL 1.525 Flight instruction.

(See Appendix 1 to JCAR-FCL 1.520 & 1.525)

(a) An applicant for a MPL (A) shall have completed a course of approved training covering the experience requirements specified in JCAR-FCL 1.515.

(b) An applicant shall have received flight instruction in all the competency units stated in Appendix 1 to JCAR-FCL 1.520 & 1.525, to the level required for the issue of the MPL (A).

JCAR-FCL 1.530 Skill

(See Appendices 1 and 2 to JCAR-FCL 1.240 & 1.295)

(See Appendix 1 to JCAR-FCL 1.520 & 1.525)

(a) An applicant for a MPL (A) shall have demonstrated the skills required for fulfilling all the competency units specified in Appendix 1 to JCAR-FCL 1.520 & 1.525 as pilot flying and pilot not flying, to the level required to perform as a co-pilot of a multi- engine turbine-powered airplane certificated for operation with a minimum crew of at least two pilots under VFR and IFR with a degree of competency appropriate to the privileges granted to the holder of a MPL (A). An applicant shall take the skill test as set out in Appendices 1 and 2 to JCAR-FCL 1.240 & 1.295 in the airplane type used on the advanced phase of the MPL (A) integrated training course.

(b) Progress in acquiring the skills specified in (a) above shall be continuously assessed and documented.

JCAR-FCL 1.535 Implementation, Monitoring – Multi-Crew Pilot License Advisory Committee

(See Appendix 1 to JCAR-FCL 1.535)

(See Appendix 2 to JCARFCL 1.535)

(a) An exchange of information between CARC, training organizations and operators that are involved in MPL training and pilot representative bodies is required to achieve the successful Implementation of the MPL. The ―MPL Advisory Committee (CARC/FTOs/TRTOs/AOC) is established to use this information to provide guidance to CARC and the Interested parties on the implementation and improvement of MPL(A) training courses.

(b) Training organizations approved to give MPL (A) training courses shall provide regular feedback, in accordance with the approval conditions, to CARC as set out in Appendix 1 to JCAR-FCL 1.535, specifically for the purpose of providing relevant information to the MPL Advisory Committee.

Appendix 1 to JCAR-FCL 1.520 & 1.525

MPL (A) – Integrated Multi-Crew Pilot License training course.

(See JCAR-FCL 1.520), (See JCAR-FCL 1.525)

(See JCAR-FCL 1.535), (See Appendix 1 a to JCAR-FCL 1.055)
(See Appendix 1 to JCAR-FCL 1.240 & 1.295)
(See Appendix 2 to JCAR-FCL 1.240 & 1.295) (See Appendix 1 to JCAR-FCL 1.261(c)(2))
(See Appendix 1 to JCAR-FCL 1.535)
(See Appendix 2 to JCAR-FCL 1.535)
(See Appendix 1 to JCAR-FCL 1.470) (See AMC JCAR-FCL 1.261(a))
(See AMC JCAR-FCL 1.520 & 1.525)
(See IEM No. 1 to Appendix 1 to JCAR-FCL 1.520 & 1.525)
(See IEM No. 2 to Appendix 1 to JCAR-FCL 1.520 & 1.525)
(See JCAR-OPS 1.945)

1.

(a) The aim of the MPL(A) integrated course is to train pilots to the level of proficiency necessary to enable them to operate as co-pilot of a multi-engine turbine-powered air transport airplane certificated for operation with a minimum crew of at least two pilots under VFR and IFR and to obtain a MPL (A).

(b) The level of competency expected from MPL (A) holder is defined in detail in this Subpart. In broad terms, the MPL (A) holder is expected to be able to complete the airline operator‘s conversion course in accordance with JCAR-OPS 1 Subpart N with a high probability of success and within the time frame normally allowed for this phase. It is equivalent to what is currently expected from graduates of the ATP (A) integrated course who have completed type rating training.

(c) The general approach is to use the existing ATP (A) integrated training course as a reference and to implement progressively the MPL (A) integrated training course and specifically the transfer from actual flight to simulated flight.

(d) This transfer shall be organized in a way that is similar to the approach used for ETOPS. Successive evolutions of the training syllabus introduce progressively a higher level of simulated flight and a reduction of actual flight. Change from one version to the next shall only take place after enough experience has been gained and once its results, including those of airline operator conversion courses, have been analyzed and taken into account.

2. Approval for a MPL (A) training course shall only be given to a FTO of JCAR-OPS 1 operator or a FTO having a specific approved arrangement with a JCAR-OPS 1 operator.

The license shall be restricted to that specified operator until completion of the airline operator's conversion course in accordance with JCAR-OPS 1 Subpart N.

3. An applicant wishing to undertake a MPL (A) integrated course shall, under the supervision of the Head of Training of an approved flying training organization (FTO),

complete all the instructional stages in one continuous approved course of training as arranged by that FTO. The training shall be competency based and conducted in a multi-crew operational environment.

4. An applicant shall be admitted to training as an ab-initio entrant only. An applicant failing or unable to complete the entire MPL(A) course may apply to CARC for credit towards the theoretical knowledge examination and skill test for another license and, if applicable, an instrument rating.
5. Any applicant wishing to transfer to another FTO during a course of training shall apply to the CARC for a formal assessment of the further hours of training required at another FTO.

6. The FTO shall ensure that before being admitted to the course the applicant has sufficient knowledge to facilitate an understanding of the theoretical knowledge and practical skills content of the course.

7. The course shall comprise:
   (a) Theoretical knowledge instruction to the ATPL(A) knowledge level.
   (b) Visual and instrument flying training.
   (c) Training in multi-crew co-operation for the operation of multi-pilot airplanes; and
   (d) Type rating training.

8. The successful completion of the theoretical knowledge examination(s) at paragraph 10 below and of the demonstration of skill at paragraphs 18 and 19 below fulfill the theoretical knowledge and skill requirements for the issue of a MPL (A) including a type rating for the airplane(s) used in the test(s) and an IR (A) restricted to airplanes required to be operated with a co-pilot.

Theoretical Knowledge.

9. The theoretical knowledge syllabus is set out in Appendix 1 to JCAR-FCL 1.470. An approved ATPL(A) theoretical knowledge course shall comprise at least (750) hours (1 hour = 60 minutes instruction) of instruction which can include classroom work, inter-

active video, slide/tape presentation, learning carrels, computer based training, and other media as approved by CARC, in suitable proportions.

The (750) hours of instruction shall be divided in such a way that in each subject the minimum hours are:

Subject	**hours**
Air Law	50
Aircraft General Knowledge	100
Flight Performance & Planning	100
Human Performance	75
Meteorology	70
Navigation	150
Operational Procedures	50
Principles of Flight	50
Communications	50
Jeppesen, En-route, approach charts	55

Other subdivision of hours may be agreed between CARC and the FTO.

The theoretical knowledge instruction for the type rating shall be in accordance with Appendix 1 to JCAR-FCL 1.261(a).

Theoretical Knowledge Examination.

10. An applicant shall demonstrate the level of knowledge appropriate to the privileges of the holder of an ATPL (A), in accordance with the requirements in JCAR-FCL 1 (A) Subpart J and multi-pilot type rating course.

Flying Training.

11. The flying training shall comprise a total of at least (295) hours and covering the following 4 phases of training:

(a) Phase one - Core flying skills.

It is a Basic single pilot training in an airplane:

(i) (85) hrs of actual A/C flying of which 100% as an actual air time.

(ii) Subjects to be trained are (CRM, VFR cross country solo flight no less than (10) Hrs Basic& advanced instrument flight, principle of flight and cockpit procedures.

(iii) Issuance of PPL(A) after completion successfully the core skill phase providing the applicant have met PPL(A) requirements.

(iv) Single Engine IR must be accomplished in this phase.

(b) Phase Two – Basic.

It is an introduction of multi-crew operation and instrument flight, completely carried out in a flight simulator:

(i) Subjects to be trained - CRM-PF/PM, IFR cross country, upset-recovery, night flight, instrument flight.

(ii) Flight training time SIM. Is (100) Hrs as P/F + PM to concentrate mainly on MCC & Instrument flying.

(c) Phase Three - Intermediate.

It is an application of Multi-Crew operation to high performance Multi Engine Turbine airplane:

(i) This phase consists of (48) Hrs P/F + PM flight instruction carried out in the flight simulator Designated simulators for this phase shall be capable of smooth transition from low performance single pilot A/C to a Multi-Crew operations high performance multi engine turbine A/C.

(ii) The instructional material of this phase will cover - CRM-LOFT-Normal and Abnormal procedures – Multi Crew Function (PF/PM) and instrument flight.

(iii) Type specifics.

(iv)

(d) Phase Four – Advance.

It is a type rating training with an airline oriented environment:

(i) This phase consists of (62) Hrs P/F + PM flight instructions carried out in the flight simulator.

(ii) Type rating theoretical part for this phase a minimum of (100) Hrs of ground training of particular type.

(iii) The instructional Materials for this phase are - CRM-landing training – all weather scenarios – LOFT – Normal & Abnormal procedures – emergency procedures.

(iv) Airplane actual flying training the end of this phase includes a minimum of T/O's and landings.

MCC requirements shall be incorporated into the relevant phases above. The type rating training shall include the relevant requirements of Appendix 1 and 2 to JCAR-FCL 1.240 & 1.295.

12. Each phase of training in the flight instruction syllabus shall be composed of both instructions in the underpinning knowledge and in practical training segments. Training in the underpinning knowledge requirements for the MPL (A) shall therefore be fully integrated with the training of the skill requirements.

13. The training course shall include a continuous evaluation process of the training syllabus and a continuous assessment of the students following the syllabus that are acceptable to CARC. Evaluation shall ensure that:

(a) The competencies and related assessment are relevant to the task of a co- pilot of a multi-pilot airplane; and

(b) The students acquire the necessary competencies in a progressive and satisfactory manner.

14. The training course shall include at least (12) take-offs and landings to ensure competency. These take-offs and landings shall be performed under the supervision of an instructor in an airplane for which the type rating shall be issued.

Assessment Level.

15. The applicant for the MPL (A) in the airplane category shall have satisfactorily demonstrated performance in all the 9 competency units specified in paragraph 17 below, at the advanced level of competency defined as the level of competency required to operate and interact as a co-pilot in a turbine- powered airplane certificated for operation with a minimum crew of at least two pilots, under visual and instrument conditions. Assessment shall confirm that control of the airplane or situation is maintained at all times in such a manner that the successful outcome of a procedure or maneuver is assured. The applicant shall consistently demonstrate the knowledge, skills and attitudes required for the safe operation of an applicable airplane type as specified in the performance criteria.

Competency Units.

16. The 9 competency units that an applicant has to demonstrate in accordance with JCAR-FCL 1.515(d) are as follows:

(a) Apply human performance principles, including principles of threat and error management.
(b) Perform airplane ground operations.
(c) Perform take-off.
(d) Perform climb.
(e) Perform cruise.
(f) Perform descent.
(g) Perform approach.
(h) Perform landing; and
(i) Perform after landing and airplane post-flight operations.

Simulated Flight.

17. Minimum requirements for FSTDs:

(a) Phase 1-Core flying skills. E-training and part tasking devices approved by CARC that have the following characteristics:
  (i) Involve accessories beyond those normally associated with desktop computers, such as functional replicas of a throttle quadrant, a side-stick controller, or an FMS keypad; and
  (ii) Involve psychomotor activity with appropriate application of force and timing of responses.
(b) Phase 2 – Basic. a FNPT II MCC that represents a generic multi-engine turbine powered airplane.
(c) Phase 3 - Intermediate. A FSTD that represents a multi-engine turbine powered airplane required to be operated with a co-pilot and qualified to an equivalent standard to level B, additionally including:
  - A daylight/twilight/night visual system continuous cross-cockpit minimum collimated visual field of view providing each pilot with 180 degrees horizontal and 40 degrees vertical field of view, and
  - ATC environment simulation.
(d) Phase 4 - Advanced. A FS which is fully equivalent to level D or level C with an enhanced daylight visual system, including ATC environment simulation.

Skills.

18. Progress in acquiring the skills specified in JCAR-FCL 1.530(a) shall be continuously assessed.

19. The applicant shall have demonstrated the skills required for fulfilling all the competency units as specified in paragraph 17 as pilot flying and pilot not flying, to the level required to perform as a co-pilot of turbine-powered airplanes certificated for operation with a minimum crew of at least 2 pilots under VFR and IFR, as set out in Appendices 1 and 2 to JCAR-FCL 1.240 & 1.295.

Appendix 1 to JCAR-FCL 1.535 Exchange of information

(See JCAR-FCL 1.535)

1. The prompt, clear and orderly exchange of information regarding MPL(A) training is vital to the success of the implementation of MPL training.
2. Training organizations applying for or holding an approval to give MPL (A) training courses shall provide relevant information to CARC. This shall include:
   (a) A description of the MPL(A) training course.
   (b) Details of the course hours for practical and theoretical knowledge training.
   (c) The airplane(s), FSTD and other equipment used.
   (d) The assessment methods used.
   (e) Summaries of statistics of the results of progress assessments and final tests.
   (f) Review procedure for adjusting and improving the course based on the analysis of student performance.

Appendix 2 to JCAR-FCL 1.535

Composition and Terms of Reference - The MPL Advisory Committee

(See JCAR-FCL 1.535)

The MPL Advisory Committee is established with the following composition and Terms of Reference:

1. **Composition.** The Committee shall be composed of:
   (a) 1 representative from flight operations standards departmentt.
   (b) 1 representative from the Licensing body.
   (c) 1 representative from an airline operator representative body.
   (d) 1 representative from the involved training organization representative body.
   The composition of the Committee shall be agreed by the CEO.

2. Terms of Reference.
   (a) Purpose. The Committee is established to facilitate the coordination and cooperation, through the exchange of information between CARC, FTO, TRTOs and the airlines that will be hiring the graduates involved in MPL training. It shall also act as the focal point for providing feedback to ICAO on MPL implementation matters in Jordan.

   (b) Task. The Committee shall:
   - Report to the Director of Flight Operations Standards.

- Publish its rules of procedure for endorsement by Director of Flight Operations Standards.
- Receive the reports, information and recommendations from other authorities that have approved MPL courses.
- Based on the reports, prepare information and recommendations to Director of Flight Operations Standards including a summary of reports and any relevant issues occurring during the period covered by the report. All reports shall take due account of confidentiality and the need to protect commercially sensitive information.

- Advise Director of Flight Operations Standards where appropriate, on implementation issues arising from feedback received from other authorities training organizations.

- Produce an annual report providing an analysis of the information received during the year.
- When requisted by Director of Flight Operations Standards, develop draft amendment material of JCAR-FCL 1.
- Keep Director of Flight Operations Standards informed about the appropriate information on MPL worldwide.
- Coordinate with other Advisory or Monitoring Groups established outside Jordan and make reports to ICAO in accordance with the MPL Implementation principle

-END-