



Conversion of RFE(A/H) into FE(A/H) and RFIE(A/H) into FIE(A/H)

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Introduction

Per April 8, 2013 the Commission Regulation 1178/2011 and 290/2012 are applicable. Within Part Flight Crew Licensing (FCL) of 1178/2011, new licences and ratings are introduced, or requirements for licences have changed. Article 4 of 1178/2011 defines that non-JAR compliant licences including any associated ratings, certificates, authorizations and/or qualifications issued or recognized by a Member State before the applicability of this Regulation shall be converted into a Part-FCL licence in accordance with the elements laid down in a conversion report. The conversion report shall:

1. be established by the Member State that issued the pilot licence in consultation with the European Aviation Safety Agency (the Agency);
2. describe the national requirements on the basis of which the pilot licences were issued;
3. describe the scope of the privileges that were given to the pilots;
4. indicate for which requirements in Annex I credit is to be given;
5. indicate any limitations that need to be included on the Part-FCL licences and any requirements the pilot has to comply with in order to remove those limitations.

This conversion report addresses the conversion of a Recreational Flight Examiner (RFE) authorization into a certificate for Flight Examiner restricted to the conduct of skill tests and proficiency checks for the Light Aircraft Pilot Licence.

This conversion report addresses also the conversion of an examiner authorization for Flight Instructor Examiner (FIE) into an examiner certificate for FIE. The privileges of a FIE on aeroplanes are to conduct assessments of competence for the issue, revalidation or renewal of certificates for FI(A) and CRI(A) on single-pilot aeroplanes, provided that the relevant instructor certificate is held.

The privileges of a FIE on helicopters are to conduct assessments of competence for the issue, revalidation or renewal of certificates for FI(H) and TRI(H) on single-pilot

helicopters, provided that the relevant instructor certificate is held.

This document describes the way a RFE (A) with regard to SEP and TMG will be converted into a FE(A) by Civil Aviation Authority The Netherlands (CAA). This document does not describe the way a Flight Examiner for sailplanes conducting skill tests and proficiency checks on a TMG will be converted into a FE(S) to conduct skill tests for the extension of the SPL or LAPL(S) privileges to TMG. This will be addressed in the conversion report of a FE for Sailplanes into a FE(S). The same applies for the Flight Instructor Examiner (FIE) for Sailplanes into a FIE(S).

1 Cross reference

The requirements for a RFE are laid down in a number of national regulations with reference when applicable to JAR-FCL. The requirements for a FE are laid down in Part FCL. Within appendix I an overview is given which regulations are applicable for the issue of a FE and whether these requirements are covered for the national RFE authorization or not. The table shows the regulations for a FE and their content, the corresponding national regulations and their content and the difference. In the table the difference between Part FCL and the national regulations is also indicated. In the final columns it is shown whether additional training is required to convert a RFE authorization into a FE certificate or not. This is also applicable for the conversion of a RFIE authorization into a FIE certificate.

2 Analysis

RFE to FE

After comparison of the national regulations for the issue of a RFE and the requirements in Part FCL for the issue of a FE, it can be concluded that the national requirements for RFE refer to those of FE in JAR-FCL and so automatically met the requirements of the applicable articles in Part FCL.

These articles are:

FCL.1005 Limitation of privileges in case of vested interests

FCL.1010 Prerequisites for examiners

FCL.1015 Examiner standardisation

FCL.1020 Examiners assessment of competence

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

FCL.1005.FE Privileges and conditions

FCL.1010.FE Prerequisites

FCL.1005.FIE Privileges and conditions

FCL.1010.FIE Prerequisites

GM1 FCL.1005 (b) Limitation of privileges in case of vested interests

AMC1 FCL.1010 Prerequisites for examiners

AMC1 FCL.1015 Examiner standardization

AMC2 FCL.1015 Examiner standardization

GM1 FCL.1015 Examiner standardization

AMC1 FCL.1020 Examiners assessment of competence

AMC1 FCL.1020 FCL.1025 Qualification Of Senior Examiners

AMC1 FCL.1025 Validity, revalidation and renewal of examiner certificates

The RFE meets the requirements of JAR-FCL 1.425 a 3 and this article is equal to FCL.1020: Examiners assessment of competence: The applicant for an examiner authorization shall have conducted at least one skill test in the role of an examiner for which authorization is sought, including briefing, conduct of the skill test, 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 the Authority or by a senior examiner specifically authorized by the Authority for this purpose.

In case of authorization an examiner conform Part FCL 1.015 the Dutch CAA have already implement in national law for the RFE the requirements of Part-FCL 1.015 b Examiner Standardization:

The standardization course shall consist of theoretical and practical instruction and shall include, at least:

- the conduct of 2 skill tests, proficiency checks or assessments of competences for the licences, ratings or certificates for which the applicant seeks the privilege to conduct tests and checks;
- instruction on the applicable requirements in this part and the applicable air operations requirements, the conduct of skill tests, proficiency checks and assessments of competence, and their documentation and reporting;
- a briefing on the national administrative procedures, requirements for protection of personal data, liability, accident insurance and fees.

In Dutch regulations a Senior RFE does not exist, but a Senior FE conducts this tasks.

Based upon the conversion report RFI to FI for LAPL on which the RFI will be converted into an Part-FCL FI certificate and valid RFE authorization; the RFE authorization will be converted into a FE certificate.

RFIE to FIE

After comparison of the national regulations for the issue of a RFIE and the requirements in Part FCL for the issue of a FIE, it can be concluded that there is an difference in Part FCL.1005. FIE FIE — Privileges and conditions a difference is. There is a new requirement of total time of 2000 hours as pilot and the prerequisites instruction hours are 50 hours more. And these requirements are applicable for the conversion to FIE.

3 Conversion of licence and proposed training program

Based on the identification and the analysis of the differences, a RFE authorization can be converted into a FE certificate if the following conditions are met:

- The applicant has converted the RFI to an FI certificate based upon the requirements mentioned in the conversion report RFI to FI .
- The applicant holds a valid RFE authorization for SEP and/or TMG or Single-Pilot helicopter ratings.

Based on the identification and the analysis of the differences, a RFIE authorization can be converted into a FIE certificate if the following conditions are met:

- The applicant is holder of an FI for FI in an Part-FCL licence.
- The applicant holds a valid RFIE authorization for SEP and/or TMG or Single-Pilot helicopter ratings;
- The applicant meets the requirements of Part FCL.1005:
 - for FIE(A): have completed 2 000 hours of flight time as a pilot on aero planes or TMGs;
 - for FIE(H) : have completed 2 000 hours of flight time as a pilot on or Single-Pilot helicopter ratings;
 - have at least 100 hours of flight time instructing applicants for an instructor certificate.

These requirements will be checked by copies of the logbook of the pilot.

4 Time scale

The conversion of a RFE into a FE and RFIE into a FIE will be started not later than 8 April 2014. The RFE or RFIE is valid until the 8 of April 2015 and can be converted respectively into an FE or FIE for LAPL until 2015.

5 List of abbreviations

A	Aero plane
AMC	Acceptable Means of Compliance
As	Airship
B	Balloon
BPL	Balloon Pilot Licence
CAA	Civil Aviation Authority The Netherlands
CPL	Commercial Pilot Licence
FCL	Flight Crew Licensing
FFS	Full Flight Simulator
FI	Flight Instructor
FNPT	Flight Navigation Procedures Trainer
FSTD	Flight Simulation Training Device
FTD	Flight Training Device
H	Helicopter
LAPL	Light Aircraft Pilot Licence
MLA	Micro Light Aero plane
PIC	Pilot In Command
PPL	Private Pilot Licence
RPL	Recreational Pilot Licence
RFI	Recreational Flight Instructor
FE	Flight examiner
RFE	Recreational Flight Examiner
FIE	Flight Instructor examiner
RFIE	Recreational Flight Instructor examiner
S	Sailplane
SEP	Single Engine Piston
SPL	Sailplane Pilot Licence
TMG	Touring Motor Glider
VFR	Visual Flight Rules

6 Appendices

I Conversion table RFE (A/H) to FE (A/H) and RFIE (A/H) to FIE (A/H).

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