



Conversion of RFI (a) into FI (a)

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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, authorisations and/or qualifications issued or recognised 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 Instructor (RFI) licence into a Flight Instructor (FI) restricted to provide training for the LAPL(A) only certificate for Aeroplanes. In The Netherlands it is possible to have a RPL This licence allows the holder to fly within the Netherlands under Visual Flight Rules (VFR) without remuneration as Pilot in Command (PIC) in non-commercial operations on the appropriate aircraft category. In special circumstances, after approval of the Competent Authority, the holder of a RPL(A) might be allowed to fly outside the borders of The Netherlands. Within the RPL, several class ratings are possible, such as SEP, MLA and TMG. In The Netherlands it is also possible to obtain a licence or endorsement to provide flight training, limited to the issue of a RPL. This licence or endorsement is called the Recreational Flight Instructor (RFI) licence or endorsement.

The RPL(A) for SEP and TMG will be converted into a LAPL(A). Holders of a RPL(A)

with a class rating MLA will be excluded, since MLA is not recognized within Part FCL. This licence will remain a national licence. Even the RFI licence will have to be converted into a Part FCL licence, since a RFI is not recognized within Part FCL. EASA intended to introduce the Light Aircraft Flight Instructor licence. With the introduction of Part FCL EASA decided not to introduce this instructor licence. Therefore a RFI(A) will be converted into a FI(A) restricted to providing training for a LAPL(A) only, since this certificate approaches the RFI(A) licence, most of all instructor certificates within Part FCL. The limitation to provide training for a LAPL(A) only will be removed if the additional requirements as applicable are met by the applicant. The licence of a RFI for MLA will not be converted since this licence is not recognized within Part FCL. Therefore the conversion of RFI(A) into FI(A) restricted to provide training for the LAPL(A) only will be limited to the class ratings SEP and TMG.

This document describes the way a RFI(A) with regard to SEP and TMG will be converted into a FI(A) restricted to provide training for the LAPL(A) only by Civil Aviation Authority The Netherlands (CAA). This document does not describe the way a Flight Instructor for sailplanes providing training on a TMG will be converted into a FI(S) providing training on TMGs. This will be addressed in the conversion report of a FI for Sailplanes into a FI(S). The intention of the CAA is to provide a smooth transition of a RFI(A) into a FI(A) restricted to provide training for the LAPL(A) only while appreciating the experience of the RFI(A). On the other hand the CAA ensure that all FI(A)'s are set to the same standard and the requirements are met in a practical way.

1 Cross reference

The requirements for a RFI(A) are laid down in a number of national regulations. The requirements for a FI(A) restricted to provide training for the LAPL(A) only are laid down in Part FCL. Within appendix I an overview is given which regulations are applicable for the issue of a FI(A) restricted to provide training for the LAPL(A) only and whether these requirements are covered for the national RFI(A) licence or not. The table shows the regulations for a FI(A) restricted to provide training for the LAPL(A) only 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 RFI(A) licence into a FI(A) certificate restricted to provide training for the LAPL(A) only or not.

2 Differences

After comparison of the national regulations for the issue of a RFI(A) and the requirements in Part FCL for the issue of a FI(A) restricted to provide training for the LAPL(A) only, it can be concluded that although there are similarities there are also a number of differences. Within the national regulations the training program for RFI(A) is not specified such as in Part FCL for a FI(A) restricted to provide training for the LAPL(A) only.

Significant differences that might influence the conversion of a RFI(A) into a FI(A) restricted to provide training for the LAPL(A) only are:

1. The instructor performance standards and competences required for a FI(A) certificate restricted to provide training for the LAPL(A) only, as mentioned in FCL.920 and AMC1 FCL.920 are not required for a RFI(A).
2. A RFI(A) may offer training for the issue of a RPL(A). A FI restricted to provide training for the LAPL(A) only may offer training for the issue of a LALP in the appropriate aircraft category. The FI can remove the restriction to provide

training for the LAPL(A) only, and extend his/her privileges to provide training for other licenses such as a PPL and CPL. A FI may also provide training for the issue of other licences and ratings, provided the FI meets additional requirements (refer to FCL.905.FI).

3. For the issue of a RFI(A) licence it is not required to have received at least 10 hours of instrument flight instruction on the appropriate aircraft category, of which not more than 5 hours may be instrument ground time in an FSTD, as required for the issue of a FI certificate (restricted to provide training for the LAPL(A) only) (refer to FCL.915.FI (a)(1)).
4. An applicant for a FI(A) restricted to provide training for the LAPL(A) only shall hold at least a PPL(A) (with additional requirements) or a CPL(A). The holder of a RFI(A) licence shall hold at least a RPL(A) (which will be converted in a LAPL(A)).
5. In case the applicant holds a PPL(A), FCL.915.FI (b)(2)(ii) requires that an applicant for FI(A) (restricted to provide training for the LAPL(A) only) has completed at least 200 hours of flight time on aeroplanes or TMGs, of which 150 hours as PIC. The national requirements prescribe that an applicant for a RFI(A) licence shall have completed at least 150 hours as PIC on aeroplanes or TMGs. The national regulations do not require that an applicant of a RFI(A) shall have completed at least 200 hours of flight time.
6. An applicant for a FI(A) certificate, restricted to provide training for the LAPL(A) only, shall have completed a VFR cross-country flight as PIC, including a flight of at least 540 km (300 NM) in the course of which full stop landings at 2 different aerodromes shall be made. The national regulations for the issue of a RFI(A) licence do not require a VFR cross-country flight. For the issue of a RPL(A), national regulations prescribe a VFR cross-country flight as PIC of 100 km and a landing and take-off on 3 other aerodromes, or a VFR cross-country flight with a landing and take-off on two other aerodromes. A VFR cross-country flight as PIC of 540 km (300NM) etc. is not required.
7. According to FCL.930.FI (b)(2)(i) the course for the issue of a FI(A) certificate restricted to provide training for the LAPL(A) only shall include at least 100 hours of theoretical knowledge instruction (including progress tests); and according to AMC1 FCL.930.FI at least 125 hours of theoretical knowledge instruction, including at least 25 hours teaching and learning instruction. National requirements for the issue of a RFI(A) licence require 80 hours of theoretical knowledge instruction instead of 100 or 125 hours. Progress tests, teaching and learning are not specified.
8. According to FCL.930.FI (b)(3) The FI(A) and FI(H) training course shall include at least 30 hours of flight instruction, of which 25 hours shall be dual flight instruction, of which 5 hours may be conducted in an FFS, an FNPT I or II or an FTD 2/3. This is also applicable for a FI(A) restricted to provide training for the LAPL(A) only. For the issue of a RFI licence only 15 hours of flight instruction, of which 10 hours shall be dual flight instruction, have to be completed.
9. FCL.930.FI states that in case an applicant applies for an FI certificate in another category of aircraft, pilots holding or have held an FI(A), (H) or (As) shall be credited with 55 hours towards the theoretical instruction requirement as described in FCL.930 (b)(i). National regulations do not prescribe cross-crediting of theoretical knowledge instruction in case a RFI applies for a RFI licence in another aircraft category.
10. Within AMC1 FCL.930.FI, Part 1 a detailed teaching and learning instruction syllabus is given for the FI course, which also applies to a FI(A), restricted to provide training for the LAPL(A) only. National regulations do not provide teaching and learning instructions for a RFI licence as specified in AMC1 FCL.930.FI.

11. Within AMC1 FCL.930.FI Part 2 a detailed flight instruction syllabus (practical training) is provided for the FI(A) course. This also applies to a FI(A), restricted to provide training for the LAPL(A) only. National regulations do not provide details concerning the flight instruction syllabus for a RFI(A) licence.
12. Within AMC1 FCL.930.FI it is specified (with regard to the training of a FI restricted to provide training for the LAPL(A) only) that the student instructor should complete flight training to practice the principles of basic instruction at the PPL(A) level, that airmanship and look-out is a vital ingredient of all flight operations and therefore relevant aspects of airmanship are to be stressed at all times. Moreover in the AMC it is also determined that the student instructor should learn how to identify common errors and how to correct them properly, which should be emphasized at all times. These items are not specifically addressed in the national regulations with regard to the training of a RFI(A).

3 Analysis

Since there are a number of differences between a RFI(A) and a FI(A) restricted to provide training for the LAPL(A) only as indicated in chapter 2, these have to be considered as follows:

1. The instructor performance standards and competences required for a FI(A) certificate restricted to provide training for the LAPL(A) only, as mentioned in FCL.920 and AMC1 FCL.920 are not required for a RFI(A). These performance standards and competences are essential for a FI(A), even if he/she is restricted to provide training for the LAPL(A) only. It is recognized that a RFI(A) could have a serious amount of experience and has developed a high performance standard. However, up to today a RFI(A) has been trained and assessed according to the regulations that apply for a RFI(A) and the issue of a RPL(A). Since the RFI(A) will be converted into a FI(A), he/she shall be able to provide training at the level of a FI(A). It is also essential that all FI(A)'s are set to the same standard, whether restricted to provide training for the LAPL(A) only or not. This implies that the RFI(A) will be trained and assessed according to different regulations, requirements and skills. A RFI(A) shall therefore meet these criteria before the RFI(A) licence will be converted into a FI(A) certificate.
2. A RFI(A) may offer training for the issue of a RPL(A). A FI(A) restricted to provide training for the LAPL(A) only may offer training for the issue of a LAPL in the appropriate aircraft category, at PPL level. A FI(A) may also provide training for the issue of other licences and ratings, provided the FI(A) meets additional requirements (refer to FCL.905.FI). EASA intended to introduce the Light Aircraft Flight Instructor licence. With the introduction of Part FCL EASA decided not to introduce this instructor licence. Therefore all instructors shall have at least a FI(A) certificate restricted to provide training for the LAPL(A) only. Since a FI(A) restricted to provide training for the LAPL(A) only is able to extend his/her privileges, the RFI(A) shall comply with all requirements that apply for a FI(A) restricted to provide training for the LAPL(A) only.
3. For the issue of a RFI(A) licence it is not required to have received at least 10 hours of instrument flight instruction on the appropriate aircraft category, of which not more than 5 hours may be instrument ground time in an FSTD, as is required for the issue of a FI certificate restricted to provide training for the LAPL(A) only (refer to FCL.915.FI (a)(1)). It is essential that instrument flight instruction is received by a FI(A), and it is also a basic requirement. The instrument flight instruction received is essential if the FI(A) restricted to provide training for the LAPL(A) only will extend his/her privileges. An FI(A) providing instruction for a LAPL(A) does not have to provide instrument flight instruction, since instrument flight instruction is not required for a LAPL(A). So it is optional that credits are given for the 10 hours instrument flight instruction.

On the other hand, the requirement with regard to 10 hours instrument flight instruction is a basic requirement that shall be met by all FI(A)'s, whether restricted to provide training for the LAPL(A) only or not. If nevertheless credits are given, this requirement shall be met when the FI(A) restricted to provide training for the LAPL(A) only will extend his/her privileges. In case credits are given it shall be controlled that the requirements by the current RFI(A)'s are met when they will extend their privileges. It is not practical to determine a deadline before which the requirements have to be met to extend the privileges of a FI(A) restricted to provide training for the LAPL(A) only, since in this case the concerning FI(A) is limited in his options to extend his privileges. On the other hand if no deadline is determined, it is possible that the FI(A) will extend his privileges after a great amount of time. In that case it is hard to control that for the concerning FI(A) additional requirements need to be fulfilled compared to a 'new FI(A)', which is restricted to provide training for the LAPL(A) only. Taking the issues as mentioned above into account, the requirement to have received at least 10 hours of instrument flight time shall be met before a RFI(A) licence will be converted into a FI(A) certificate restricted to provide training for the LAPL(A) only.

4. An applicant for a FI(A) certificate restricted to provide training for the LAPL(A) only shall hold at least a PPL(A) (with additional requirements) or a CPL(A). The holder of a RFI(A) licence shall hold at least a RPL(A) (which will be converted in a LAPL(A)). Since the FI(A) (restricted to provide training for the LAPL(A) only) shall provide training at the level required for a FI(A) and a PPL(A) is a basic requirement for a FI(A) restricted to provide training for the LAPL(A) only, it is required to hold at least a PPL(A) before the RFI(A) licence can be converted into a FI(A) certificate restricted to provide training for the LAPL(A) only .
5. In case the applicant holds a PPL(A), FCL.915.FI (b)(2)(ii) requires that an applicant for the FI(A) (restricted to provide training for the LAPL(A) only) has completed at least 200 hours of flight time on aeroplanes or TMGs, of which 150 hours as PIC. The national requirements prescribe that an applicant for a RFI(A) licence shall have completed at least 150 hours as PIC on aeroplanes or TMGs. The national regulations do not require that an applicant of a RFI(A) shall have completed at least 200 hours of flight time. Although it will be rare and most RFI(A)'s will meet this requirement, it is theoretically possible that the holder of a RFI(A) licence has not completed 200 hours of flight time on aeroplanes or TMGs. Since 200 hours flight time is a basic requirement for a FI(A) restricted to provide training for the LAPL(A) only and 200 hours of flight time also represents a minimum amount of flight experience. it shall be demonstrated that this requirement is met. For the same reasons as mentioned in item 4 with regard to 10 hours of instrument flight time, no credit will be given with regard to the requirement to have completed at least 200 hours of flight time.
6. An applicant for a FI(A) certificate restricted to provide training for the LAPL(A) only shall have completed a VFR cross-country flight as PIC, including a flight of at least 540 km (300 NM) in the course of which full stop landings at 2 different aerodromes shall be made. For the holder of a RFI(A) licence it is not required to have completed a VFR cross-country flight of 300 NM as PIC with 2 full stop landings at two other aerodromes. Since the holder of a RFI(A) licence might have a RPL(A), it is possible that the applicant never completed this cross country flight. An FI(A) providing instruction for a LAPL(A) does not have to provide instruction in a VFR cross-country flight of at least 300 NM, since this is not required for a LAPL(A). Therefore it is verified if credits would be given for the VFR cross-country flight of 300 NM. The requirement with regard to the VFR cross-country flight is a basic requirement that shall be met by all FI(A)'s, whether restricted to provide training for the LAPL(A) only or not. If nevertheless credits are given, this requirement shall be met when the FI(A) restricted to provide training for the LAPL(A) only will extend his/her privileges. In case credits are given it shall be controlled that the requirements by the

current RFI(A)'s are met when they will extend their privileges. It is not practical to determine a deadline before which the requirements have to be met to extend the privileges of a FI(A) restricted to provide training for the LAPL(A) only, since in this case the concerning FI(A) is limited in his options to extend his privileges. On the other hand if no deadline is determined, it is possible that the FI(A) will extend his privileges after a great amount of time. In that case it is hard to control that for the concerning FI(A) additional requirements need to be fulfilled compared to a 'new FI(A)', which is restricted to provide training for the LAPL(A) only. On the other hand the completion of a VFR cross-country flight of 300 NM also implies experience that will be needed to instruct in a LAPL(A). Although it is theoretically possible to complete a VFR cross-country flight of 300 NM without crossing the Dutch border, a VFR cross-country flight within The Netherlands will normally imply a cross border flight. Since a LAPL(A) holder is allowed to cross the border, the experience of a VFR cross-country flight of 300 NM is also essential for a FI(A) restricted to provide training for the LAPL(A) only. Based on the criteria above it is finally concluded that it shall also be demonstrated that the requirement with regard to a VFR cross-country flight of 300 NM is met

7. National requirements for the issue of a RFI(A) licence require 80 hours of theoretical knowledge instruction instead of 100 or 125 hours as required for the issue of a FI certificate restricted to provide training for the LAPL(A) only. It can be concluded that the holder of a RFI(A) licence might have received 20 to 45 hours less theoretical knowledge instruction as required for the issue of a FI certificate (restricted to provide training for the LAPL(A) only). Since it is possible that the privileges of a holder of a RFI(A) licence will be extended and to set all instructors to the same standard, the RFI shall receive additional training to acquire the level of a FI. It is recognized that a RFI(A) might have a great amount of experience, skills and expertise. The training program and assessments of a RFI(A) have been evaluated according to the requirements that apply for a RFI(A) and the issue of a RPL(A). Now the RFI(A) will be converted into a FI(A) certificate, the RFI shall receive additional training at the level of a FI(A) restricted to provide training for the LAPL(A) only. The amount of training needed by the instructor is to be determined by an Approved Training Organisation (ATO), based on the knowledge and experience of the instructor.
8. The holder of a RFI(A) licence will have received less (dual) flight instruction than required for the issue of a FI certificate restricted to provide training for the LAPL(A) only, since national regulations require 15 hours of flight instruction (10 hours dual) instead of 30 hours (25 hours dual). In the meantime a RFI(A) might have given flight instruction to a number of students and gathered more experience. On the other hand, there is no flight syllabus prescribed for the training of a RFI(A) licence. Therefore it cannot be assumed that a RFI(A) received training in all items as prescribed in the flight training syllabus for FI restricted to provide training for the LAPL(A) only. It is recognized that a RFI(A) might have a great amount of experience, skills and expertise. The training program and assessments of a RFI(A) have been evaluated according to the requirements that apply for a RFI(A) and the issue of a RPL(A). Now the RFI(A) will be converted into a FI(A) certificate, the RFI shall receive additional training at the level of a FI(A), to be determined by an ATO. See also item 7 as mentioned above.
9. National regulations do not describe the cross-crediting of theoretical knowledge instruction in case a RFI(A) will apply for a RFI licence in another aircraft category. However, this requirement deals with applying for a licence in another aircraft category and will therefore not influence the conversion of a RFI(A) licence to a FI(A) certificate. If in individual cases this may affect a RFI(A), in case the RFI(A) has a RFI licence for several aircraft categories, this issue might be addressed in the personal plan for the conversion of the RFI(A) licence to FI(A) certificate (restricted to provide training for the LAPL(A) only).

10. Within AMC1 FCL.930.FI, Part 1 a detailed teaching and learning instruction syllabus is given for the FI course. In the national regulations the teaching and learning syllabus for a RFI(A) is not specified. Therefore it is not clear what training is received by a RFI(A). It cannot be determined if the RFI(A) received (all of) the elements as indicated in AMC1 FCL.930.FI Part 1. Therefore these standards and skills can be educated during the additional theoretical training as indicated in item 7. It is recognized that a RFI(A) might have a great amount of experience, skills and expertise. The training program and assessments of a RFI(A) have been evaluated according to the requirements that apply for a RFI(A) and the issue of a RPL(A). Now the RFI(A) will be converted into a FI(A) certificate restricted to provide training for the LAPL(A) only, the RFI shall receive additional training at the level of a FI(A), to be determined by an ATO as mentioned in item 7 above.
11. Within AMC1 FCL.930.FI Part 2 a detailed flight instruction syllabus (practical training) is provided for the FI(A) course restricted to provide training for the LAPL(A) only. In the national regulations a practical training syllabus is not prescribed nor specified for a RFI(A). Therefore it cannot be determined what training program and lessons are received by a holder of a RFI(A) licence. Therefore, this practical training shall be addressed during the training indicated in item 7 and 8 as mentioned above. It is recognized that a RFI(A) might have a great amount of experience, skills and expertise. The training program and assessments of a RFI(A) have been evaluated according to the requirements that apply for a RFI(A) and the issue of a RPL(A). Now the RFI(A) will be converted into a FI(A) certificate restricted to provide training for the LAPL(A) only, the RFI shall receive additional training at the level of a FI(A), to be determined by an ATO as mentioned in item 7 above.
12. Within AMC1 FCL.930.FI it is specified (with regard to the training of a FI(A)) that the student instructor should complete flight training to practice the principles of basic instruction at the PPL(A) level, that airmanship and look-out is a vital ingredient of all flight operations and therefore relevant aspects of airmanship are to be stressed at all times. Moreover in the AMC it is also determined that the student instructor should learn how to identify common errors and how to correct them properly, which should be emphasized at all times. These items are not specifically addressed in the national regulations with regard to the training of a RFI(A). The items airmanship, look-out, 'how to identify common errors and how to correct them properly' are not specifically determined in the national regulations for the issue of a RFI(A) licence. However, since additional training will be provided for a RFI(A) before a FI(A) restricted to provide training for the LAPL(A) only is obtained, the items mentioned above will be covered during this additional training.

4 Conversion of licence and proposed training program

Based on the identification and the analysis of the differences, a RFI(A) licence can be converted into a FI(A) restricted to provide training for the LAPL(A) only if the following conditions are met:

1. The applicant shall hold a RFI(A) licence for SEP and/or TMG.
2. The applicant shall meet the prerequisites for a FI(A) restricted to provide training for the LAPL(A) only, and therefore prove by means of photocopies of his/her logbook and licence (as far as practicable) that:
 - at least 10 hours of instrument flight instruction are completed on the appropriate aircraft category, of which not more than 5 hours instrument ground time in an FSTD;
 - he/she holds at least a valid PPL(A);
 - in case the applicant holds at least a PPL(A), he/she shall prove that at least 200 hours of flight time has been completed on aeroplanes or TMGs;

- he/she has completed a VFR cross-country flight of 300 NM during which flight two full stop landings are made at two different aerodromes.
3. The applicant shall have received a conversion training program for FI(A) (additional training). The objective of the training shall be to reach the level of a FI(A) restricted to provide training for the LAPL(A) only.

To comply with the requirements above a conversion training program shall be developed by an ATO, taking into account the experience and knowledge of the RFI(A). This conversion training program will comprise an combined PPL(A) FI(A) training program. This training program is only available for the conversion a RFI(A) license into a FI(A) certificate, restricted to provide training for the LAPL(A) only . The ATO shall develop a training program based on the experience and the needs of the RFI(A). The training program shall comprise the following phases:

- Phase 1: pre-entry and PPL training
- Phase 2: FI training

Phase 1 pre-entry and PPL training

Training phase 1 shall cover all pre-entry requirements for the FI(A) training that are not met by the applicant.

If the applicant does not hold a PPL(A), the applicant shall be trained at PPL(A) level. Since the RFI(A) will have an amount of instruction experience, this training phase shall comprise less hours than needed for the conversion of a RPL(A) into a PPL(A). Therefore this training shall comprise at least 5 hours dual flight instruction. During this flight instruction the ATO shall ensure that the difference between training for a RPL(A) and PPL(A) is covered. This training shall also cover at least one VFR cross country navigation instruction flight at PPL(A) level..

If the applicant does not meet the pre-entry requirements for the FI(A) training (for a FI(A) restricted to provide training for the LAPL(A) only), as mentioned in items 2.a – 2.d above, these items shall also be covered during this training phase. They may be combined with the PPL(A) training as applicable.

The ATO shall ensure that at the end of training phase 1 the applicant meets PPL(A) level and meets all the pre-entry requirements for the FI(A) training, as mentioned in items 2.a – 2.d above. Training phase 1 shall be closed by a practical PPL skill test in accordance with FCL.235 and Part FCL Appendix 9 in case the applicant does not hold a PPL(A).

Phase 2 Additional FI (A) training

Once the PPL(A) skill test has been passed by the applicant or the applicant already holds a PPL(A), and the pre-entry requirements for additional FI(A) training are met, the applicant can start with training phase 2, the additional FI(A) training. Since the RFI(A) will be converted into a FI(A) restricted to provide training for the LAPL(A) only, the FI(A) shall receive additional FI(A) training to reach the level of a FI(A) restricted to provide training for the LAPL(A) only. Because the RFI(A) will have an amount of instruction experience he/she will be credited. Therefore the additional FI(A) training will be a reduction of the FI(A) training required in FCL.930.FI.

The ATO shall determine the training needed by the applicant by means of an assessment covering the whole FI(A) training program according to FCL.930.FI and the corresponding AMC material, including practical and theoretical instruction. . Based on this assessment, the ATO shall develop an individual training program addressing the needs of the applicant. As a guidance, the FI(A) training program may comprise :

- 5 hours of teaching and learning at FI(A) level
- 20 hours of theoretical knowledge instruction at FI(A) level
- 10 hours dual flight instruction at FI(A) level

The amount of training may be extended or reduced, depending on the needs of the applicant.

Finally, once the applicant has received the additional training as required, he/she shall pass an assessment of competence in accordance with FCL.935, to identify if the instructor meets the performance standard and competences as specified in FCL.920 and AMC1 FCL.920. Applicants who fail the assessment shall receive additional training, to be determined by the ATO. After the additional training has been completed, they can retake the assessment. Applicants who passed the assessment as indicated above can apply at the CAA (KIWA) for a FI(A) certificate restricted to provide training for the LAPL(A) only, and a PPL(A) if applicable.

Removal of limitation

To remove the restriction to provide training for the LAPL(A) only the applicant shall prove that CPL theoretical knowledge examinations have been passed.

All RFI(A)'s will be invited to convert their RFI(A) licence into a FI(A) certificate restricted to provide training for the LAPL(A) only. Holders of a RFI(A) licence shall apply at an ATO providing an FI(A) course and a PPL(A) course if applicable. The ATO shall develop a training program depending on the experience and needs of the applicant. The training plan shall cover phases 1 and 2 as stated above. If the applicant already holds at least PPL(A) and meets all pre-entry requirements for the FI(A) training, training phase 1 may be omitted. The training course shall be completed at an ATO offering an approved FI(A) course. The ATO shall also offer an approved PPL(A) course if the RFI(A) has to obtain a PPL(A).

5 Time scale

The conversion of a RFI(A) into a FI(A) (restricted to provide training for the LAPL(A) only) will be started not later than 8 April 2014. The conversion shall be completed 8 April 2015 at the latest. When the conditions for the conversion of a RFI(A) into a FI(A) restricted to provide training for the LAPL(A) only cannot be met in time, the RFI(A) licence is not longer valid due to the applicability of the European Regulations. Only a RFI(A) for MLA will remain valid.

6 List of abbreviations

A	Aeroplane
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 Aeroplane
PIC	Pilot In Command
PPL	Private Pilot Licence
RPL	Recreational Pilot Licence
RFI	Recreational Flight Instructor

S Sailplane
SEP Single Engine Piston
SPL Sailplane Pilot Licence
TMG Touring Motor Glider
VFR Visual Flight Rules

7 Appendices

I Conversion table RFI(A) to FI(A)

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