



CONVERSION AEROBATIC RATING

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Inspectie Leefomgeving en Transport
Ministerie van Infrastructuur en Waterstaat

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Version

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| 2.0 | 30-03-2018 | Finalized | Deleted conversion of aerobatic rating for category aeroplane since due date for conversion expires 8 April 2018. Final conversion date changed into 8 April 2020 for category sailplane. |



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Introduction

Per 8 April 2013 the Commission Regulations (EU) No 1178/2011 is applicable. Within Part Flight Crew Licensing (FCL) of No 1178/2011, new licences and ratings are introduced, or requirements for licences have changed. Commission Regulation (EU) No 1178/2011 contains the requirements for a number of ratings, amongst which aerobatics, sailplane towing and banner towing.

EASA agreed a number of changes to Regulation (EU) No. 1178/2011 'the Aircrew Regulation'. It is to be expected that this amending regulation will be adopted by the European Council and the European Parliament mid 2018.

Under this amending regulation Member States may, by way of derogation, decide not to apply certain provisions of Annex I for the category sailplane until 8 April 2020, amongst which the **aerobatic rating rating**.

It is the intention of the Dutch Government to make use of this derogation possibility. Therefore, the mandatory use of these ratings for the category sailplane will be deferred until 8 April 2020.

However pilots may still wish to obtain a Part FCL **aerobatic** rating for their own reasons. Therefore Part FCL ratings will be made available in The Netherlands either through the conversion process described in this report or under PART FCL following the necessary training at ATO's or DTO's which meet the applicable FCL requirements.

Applications for the Part FCL **aerobatic** rating on basis of this conversion process is available since early 2015 and will remain applicable until 8 April 2020.

Article 4 of No 1178/2011 defines that existing JAR compliant national licences issued or recognised by a Member State before the applicability of this Regulation shall deemed to have been issued in accordance with this Regulation. Member States shall replace the licenses in the category sailplane with a licence complying with the format laid down in Part-ARA by 8 April 2020 at the latest.

Article 4 of No 1178/2011 also defines that existing non-JAR compliant national 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 Annex II to the regulation, or the elements laid down in a conversion report, as applicable.

In The Netherlands, no national requirements exist for exercising aerobatics. The mentioned activities will be converted into Part FCL ratings in accordance with the elements laid down in a conversion report as specified in Article 4 paragraph 3. (b) and 4.

For the AEROBATIC Rating in the category sailplane this conversion report applies.

The applicable articles from Commission Regulation No 1178/2011 with regard to the requirements of a conversion report are listed below.



Regulation No 1178/2011, Article 4.4:

The conversion report shall:

- (a) be established by the Member State that issued the pilot license in consultation with the European Aviation Safety Agency (the Agency);
- (b) describe the national requirements on the basis of which the pilot licenses were issued;
- (c) describe the scope of the privileges that were given to the pilots;
- (d) indicate for which requirements in Annex I to this Regulation credit is to be given;
- (e) indicate any limitations that need to be included on the Part-FCL licenses and any requirements the pilot has to comply with in order to remove those limitations.

Regulation 1178/2011, Article 4.5:

The conversion report shall include copies of all documents necessary to demonstrate the elements set out in points (a) to (e) of paragraph 4, including copies of the relevant national requirements and procedures. When developing the conversion report, Member States shall aim at allowing pilots to, as far as possible, maintain their current scope of activities.

The applicable articles from commission regulation No 1178/2011 with regard to Aerobatics are listed below.

Regulation 1178/2011, Annex I, Subpart I, Additional ratings

FCL.800 Aerobic rating

- (a) Holders of a pilot license for aeroplanes, TMG or sailplanes shall only undertake aerobic flights when they hold the appropriate rating.
- (b) Applicants for an aerobic rating shall have completed:
 - (1) at least 40 hours of flight time or, in the case of sailplanes, 120 launches as PIC in the appropriate aircraft category, completed after the issue of the license;
 - (2) a training course at an ATO, including:
 - (i) theoretical knowledge instruction appropriate for the rating;
 - (ii) at least 5 hours or 20 flights of aerobic instruction in the appropriate aircraft category.
- (c) The privileges of the aerobic rating shall be limited to the aircraft category in which the flight instruction was completed.
The privileges will be extended to another category of aircraft if the pilot holds a license for that aircraft category and has successfully completed at least 3 dual training flights covering the full aerobic training syllabus in that category of aircraft.



Regulation 1178/2011, Annex I, Subpart J, Instructors

FCL.905.FI FI-Privileges and conditions

The privileges of an FI are to conduct flight instruction for the issue, revalidation or renewal of:

.....

(f) a towing or aerobatic rating, provided that such privileges are held and the FI has demonstrated the ability to instruct for that rating to an FI qualified in accordance with (i) below;

.....

(i) an FI, IRI, CRI, STI or MI certificate, provided that the FI has

(1) completed at least:

(i) In case of an FI(S), at least 50 hours or 150 launches of flight instruction on sailplanes;

(ii) ...;

(2) passed an assessment of competence in accordance with FCL.935 in the appropriate aircraft category to demonstrate to a Flight Instructor Examiner (FIE) the ability to instruct for the FI certificate;

.....

FCL .910.FI FI – Restricted privileges

(a) An FI shall have his/her privileges limited to conducting flight instruction under the supervision of an FI for the same category of aircraft nominated by the ATO for this purpose, in the following cases:

.....

(4) for the night, towing or aerobatic rating.

(b) While conducting training under supervision, in accordance with (a), the FI shall not have the privilege to authorize student pilots to conduct first solo flights and first solo cross-country flights.

(c) The limitations in (a) and (b) shall be removed from the FI certificate when the FI has completed at least:

.....

(3) for the FI(As), FI(S) and FI(B), 15 hours or 50 take offs of flight instruction covering the full training syllabus for the issue of a PPL(As), SPL or BPL in the appropriate aircraft category.



1. Cross reference

The Netherlands has not specified qualification standards for aerobatic flights in the national regulations. A specific AEROBATIC rating in the category sailplane has, until now, not been required. A cross reference between existing and new regulations is therefore not possible.

2. Differences

At present, there are no regulations related to aerobatic flights in the category sailplane, making a comparison between existing and new regulations and identification of differences between the two impossible.

3. Analysis

3.1 Pilots:

In The Netherlands, aerobatic flying is usually an activity undertaken by interested and motivated individuals as an advanced stage in their flying activities. Only a limited number of FTO's/ATO's have offered, or offer aerobatic training courses, but not as a formal course falling under their certificates of approval since no requirements exist, and depending, among others, on the availability of qualified instructors.

Aerobatic flying with sailplanes is usually an activity within the gliding club, some of which offer training courses, again depending, among others, on the availability, within the club, of qualified instructors.

Clubs and Associations regularly organize aerobatic events and competitions where the rules of the Fédération Aéronautique Internationale (FAI) are strictly adhered to. Further, Flying Displays such as air shows are regulated in The Netherlands and fall under the Regulation by the State Secretary for Transport, Public Works and Water Management.

Article 18 of this Regulation stipulates:

1. The flying display director will only admit as display pilots in a flying display a person who has a valid display authorization issued by the Dutch Air Display Association pursuant to the requirements of table 3 of the schedule to this regulation, or a license which can be considered equivalent, issued by the competent authority of a State or an organization recognized by that authority.

The Dutch Air Display Authority is based on UK CAP 403. A number of Dutch display pilots have converted their Dutch DA into a CAA-UK DA and some Dutch Display Authorization Examiners are also examiner for CAA-UK.

In the Royal Netherlands Air Force (RNLAf) aerobatic training is a standard element in the training course.



In view of the above, one may expect to find that aerobatic pilots holding a Flight Crew License issued by The Dutch authorities (CAA-NL) have varying levels of knowledge, skill and experience, most probably acquired in a number of different ways.

Therefore, for every pilot applying for a conversion to an AEROBATIC rating in the category sailplane, a determination will be required of the relationship between the level of knowledge, skill and experience on one side and the resulting level of operational safety on the other side. CAA-NL has determined, that the best way to make such a determination is by using the expertise of Flight Instructors with sufficient relevant experience in Aerobatics. Those instructors are specifically authorized by CAA-NL (before 8 April 2018) to perform these determinations as part of the conversion process.

An analysis of the candidate's successfully completed training, as well as the amount of relevant total and recent experience will result in a clear picture of the level of knowledge, skill and experience of the pilot and the resulting level of safety at which he/she is expected to operate. If deemed appropriate, a recommendation to issue the AEROBATIC rating in the Flight Crew license will follow.

In case of doubt, the instructor performing the analysis may require additional assessments, which may include one or more actual flights. If deemed insufficient, even after additional assessments, the application will be rejected.

3.2 Instructors:

The recommendation for a conversion to a Flight Instructor for aerobatics rating will, during the conversion process, be based on an assessment of knowledge, skill and experience. The assessments of applications of instructors will be performed by evaluators appointed by CAA-NL (appointed before 8 April 2018).

4. Conversion to rating, assessment of proposed criteria

4.1 AEROBATIC rating for sailplanes

4.1.1 Pilots

The Dutch authority has decided, that:

- (1) Applications to have an AEROBATIC rating issued in a Flight Crew License will be assessed by evaluators, who are specifically appointed for this task before 8 April 2018.
- (2) Applications by Flight Instructors/Class rating instructors to have a Flight Instructor –aerobatics rating issued in a Flight Crew License will be assessed by evaluators, appointed by CAA-NL before 8 April 2018.
- (3) For **Sailplane** pilots, who are able to demonstrate, that they have completed at least 5 aerobatic flights during the last 24 months, and:
 - Are holders of display authorization, DA (Glider-Aerobatic), issued by an EU member state, or



- have successfully completed an aerobatic training course, equivalent to EU-FCL requirements, or
- have participated in at least one aerobatic competition in an EU country

a conversion to the AEROBATIC rating will be recommended.

(4) For **Sailplane** pilots who are able to demonstrate:

- At least 120 launches as PIC after License, and
- At least 20 aerobatic flights, including instruction, in appropriately certified sail planes

a further demonstration of competence is required. The assessment will be performed by an appropriately qualified evaluator and may include one or more actual flight(s). If a single seat sail plane is used for the demonstration, the assessment will be performed by observation from the ground.

(5) Based on the assessment, an appropriate limitation will be included in the recommendation, when specific maneuvers cannot be performed.

4.1.2 Flight Instructors for aerobatics

The Dutch authority has decided, that

- (1) For **Sail Plane pilots**, who are able to demonstrate 1000 launches, or 300 hours of a SAILPLANE as PIC, and
 - hold a valid FI certificate, issued or converted in accordance with EU-FCL, and
 - hold an AEROBATIC rating, issued in accordance with EU-FCL, or converted in accordance with 4.2.1 above,

a conversion to an FI - AEROBATIC rating will be recommended.

- (2) For **Sailplane Pilots**, who are unable to demonstrate the minimum experience as mentioned under 4.2.2 - 1, a further demonstration of competence is required. The assessment will be performed by an appropriately qualified evaluator and may include one or more actual flight(s). If a single seat sail plane is used for the demonstration, the assessment will be performed by observation from the ground.
- (3) Based on the assessment, an appropriate limitation will be included in the recommendation, when specific maneuvers cannot be performed.
- (4) A specific appointment of holders of an FI-AEROBATIC rating to assess applications by pilots for a conversion to an AEROBATIC rating has been issued by ILT before 8 April 2018.



4.2 Specific forms

Two specific forms will be used for the conversion process:

The form to be used for an application for one or more “additional” ratings in a GPL or LAPL(S), as well as the form to be used to report the recommendation by the evaluator, are available on the website of ILT.

5. Time scale

Applications for the Part FCL aerobatic rating on basis of this conversion process is available since early 2015 and which will be available until the date on which the applicable section in EU-FCL comes into force. Therefore, the conversion for the aerobatic rating in the sailplane category is available until 8 April 2020 at the latest.

6. List of abbreviations

| | |
|---------|---|
| ATO | Approved Training Organization |
| CAA-NL | Civil Aviation Authority – The Netherlands (ILT-Luchtvaart) |
| CRI | Class Rating Instructor |
| DA | Display Authorization |
| DAE | Display Authorization Examiner |
| FCL | Flight Crew Licensing |
| FI | Flight Instructor |
| FIE | Flight Instructor Examiner |
| ILT | Inspectie Leefomgeving en Transport (CAA-NL) |
| JAR | Joint Aviation Regulation |
| LAPL | Light Aircraft Pilot License |
| LAPL(S) | Light Aircraft Pilot License (Sailplanes) |
| PIC | Pilot In Command |
| TMG | Touring Motor Glider |