



Civil Aviation Authority of Sri Lanka

PERSONNEL LICENSING PROCEDURES MANUAL

4th Edition – 2024



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4th Edition – 2024










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CIVIL AVIATION AUTHORITY OF SRI LANKA

PERSONNEL LICENSING SECTION

LIST OF GUIDANCE MATERIAL ISSUED BY THE PERSONNEL LICENSING SECTION

	
PERSONNEL LICENSING PROCEDURES MANUAL (SLCAP 3010)	OFFICE PROCEDURES MANUAL (SLCAP 3030)
	
ELPC PROCEDURES MANUAL (SLCAP 3040)	FLIGHT TEST EXAMINERS MANUAL (SLCAP 3050)
	
ATC LICENCE PROCEDURES MANUAL(SLCAP 3060)	AML PROCEDURES MANUAL (SLCAP 3070)
	
EXAMINATION PROCEDURES MANUAL (SLCAP 3080)	APPROVED TRAINING ORGANIZATION CERTIFICATION MANUAL (SLCAP 3090)
	
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Foreword

As a signatory to the 1944 Chicago Convention on International Civil Aviation Sri Lanka is obliged to comply with the Standards and Recommended Practices (SARPs) contained in the nineteen Annexes to the Convention. Implementation of the SARPs by Contracting States ensures uniformity in the conduct of international civil aviation business. It further provides suitable grounds to Contracting States to understand appreciate and honor each other's standards and requirements, which also enables harmonization of systems.

Annex 1, which specifies the SARPs on Personnel Licensing has been implemented in Sri Lanka in terms of the Civil Aviation Act, No. 14 of 2010, Civil Aviation (Licensing of Personnel and Training Institutions) Regulations No.01 of 2018 and other specific operating regulations. The associated requirements and procedures necessary for the purpose of implementing the International Civil Aviation Organization (ICAO) Annexes are published by the Director General of Civil Aviation Authority, as implementing standards and Aviation Safety Notices.

The purpose of the Personnel Licensing Procedures Manual (PLPM) is to provide necessary administrative requirements and guidelines based on the legal provisions, to personnel involved in safety sensitive activities for issuance, renewal and revalidation of Licences, ratings, certificates and permits. It further addresses important routine licensing matters.

In cases where the Implementation Procedures of the Implementing Standards or the contents herein are not clear, require interpretation or the case in hand is not covered, please seek clarification from the Training Organization and Personnel Licensing Section.

Therefore this Manual is considered to be the official document of requirements and the procedures those shall be adopted necessarily by the applicants and the personnel licensing staff which clearly guides to queries such as Why, When, Where and What licence would be issued or renewed, revoked or cancelled or withdrawn completely. How to do it is interpreted clearly in a similar document known as Personnel Licensing Office Procedures Manual (OPM) with registration number SLCAP 3030. Most updated procedures can be found on the CAASL official website www.caa.lk.

Nothing in this publication is intended to conflict with Civil Aviation Act No. 14 of 2010, Civil Aviation (Licensing of Personnel and Training Institutions) Regulations No.01 of 2018, other specific operating regulations and Implementing Standards issued under the Civil Aviation Act No. 14 of 2010.

This is a living document providing freedom for change, in the form of amendments corresponding with the promulgation of new Regulations and Implementing Standards by Civil Aviation Authority. The right to change any part of this manual or portion of this procedure manual is reserved.

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List of Abbreviations

(A)	- Aeroplane
(H)	- Helicopter
AME	- Aircraft Maintenance Engineer
AML	- Aircraft Maintenance Licence
ANR	- Air Navigation Regulations
ATC	- Air Traffic Controller
ATO	- Approved Training Organization
ATPL	- Airline Transport Pilot Licence
ATS	- Air Traffic Service
CAASL	- Civil Aviation Authority of Sri Lanka
CAO	- Civil Aviation Officer
CFI	- Chief Flight Instructor
COSCAP-SA	- Cooperative Development of Operational Safety and continuous Air Worthiness Programme – South Asia
CPL	- Commercial Pilot Licence
DDG/FSR	- Deputy Director General - Flight Safety Regulations
DGCA	- Director General of Civil Aviation
DTOPL	- Director Training Organization and Personnel Licensing
FCL	- Flight Crew Licences
F/T	- Flight Test
FLVC	- Foreign Licence Validation Certificate
FOO	- Flight Operations Officer
FTO	- Flying Training Organization
ICAO	- International Civil Aviation Organization
IR	- Instrument Rating
IS	- Implementing Standard
EASA	- European Aviation Safety Agency
NOTAM	- Notice to Airman
OPM	- Office Procedures Manual
TOPL Section	- Training Organization and Personnel Licensing Section
PIC	- Pilot-in-Command
CAI (FCL)	- Civil Aviation Inspector (Flight Crew Licence)
CAI (NON FCL)	- Civil Aviation Inspector (Non-Flight Crew Licence)
PLPM	- Personnel Licensing Procedure Manual
PPL	- Private Pilot Licence
SARPS	- Standards and recommended practices
SLCAP	- Sri Lanka Civil Aviation Publication
SPL	- Student Pilot Licence
SCAI	- Senior Civil Aviation Inspector



Definitions

When the following terms are used in the Standards and Recommended Practices for Personnel Licensing, they have the following meanings:

Accredited medical conclusion.

The conclusion reached by one or more medical experts acceptable to DGCA Sri Lanka for the purposes of the case concerned, in consultation with flight operations or other experts as necessary.

Adapted competency model.

A group of competencies with their associated description and performance criteria adapted from an ICAO competency framework that an organization uses to develop competency-based training and assessment for a given role

Aeroplane.

A power-driven heavier-than-air aircraft, deriving its lift in flight chiefly from aerodynamic reactions on surfaces, which remain, fixed under given conditions of flight.

Aircraft.

Any machine that can derive support in the atmosphere from the reactions of the air other than the reactions of the air against the earth's surface.

Aircraft avionics.

A term designating any electronic device —including its electrical part — for use in an aircraft, including radio, automatic flight control and instrument systems.

Aircraft — category.

Classification of aircraft according to specified basic characteristics, e.g. aeroplane, helicopter, glider, free balloon.

Aircraft certificated for single-pilot operation.

A type of aircraft, which the State of Registry has determined, during the certification process, can be operated safely with a minimum crew of one pilot.

Aircraft required to be operated with a co- pilot.

A type of aircraft that is required to be operated with a co-pilot, as specified in the flight manual or by the air operator certificate.

Aircraft — type of.

All aircraft of the same basic design including all modifications thereto except those modifications which result in a change in handling or flight characteristics.

Airmanship.

The consistent use of good judgment and well-developed knowledge, skills and attitudes to accomplish flight objectives.

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Airship.

A power-driven lighter than air aircraft

Appropriate airworthiness requirements.

The comprehensive and detailed airworthiness codes established, adopted or accepted by a Contracting State for the class of aircraft, engine or propeller under consideration

Approved training.

Training conducted under special curricula and supervision approved by DGCA Sri Lanka.

Approved training Organization.

An organization approved by and operating under the supervision of DGCA Sri Lanka in accordance with the requirements of, this IS to perform approved training.

ATS surveillance service.

A Term used to indicate a service provided directly by means of ATS surveillance system.

ATS surveillance system.

A generic term meaning variously, ADS-B, PSR, SSR or any comparable ground based system that enables the identification of aircraft.

Note.-

A comparable ground-based system is one that has been demonstrated, by comparative assessment or other methodology, to have a level of safety and performance equal to or better than monopulse SSR.

Balloon.

A non-power-driven lighter-than-air aircraft.

Note.-

For the purposes of this IS, this definition applies to free balloons.

Certify as airworthy (to).

To certify that an aircraft or parts thereof comply with current airworthiness requirements after maintenance has been performed on the aircraft or parts thereof.

Command and control (C2) link. *

The data link between the remotely piloted aircraft and the remote pilot station for the purposes of managing the flight

C2 Link. **

The data link between the remotely piloted aircraft and the remote pilot station for the purposes of managing the flight

* Applicable until 25 November 2026

** Applicable after 26 November 2026

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Commercial air transport operation.

An aircraft operation involving the transport of passengers, cargo or mail for remuneration or hire.

Competency.

A dimension of human performance that is used to reliably predict successful performance on the job. A competency is manifested and observed through behaviours that mobilize the relevant knowledge, skills and attitudes to carry out activities or tasks under specified conditions.

Competency-based training and assessment.

Training and assessment that are characterized by a performance orientation, emphasis on standards of performance and their measurement, and the development of training to the specified performance standards.

Competency standard.

A level of performance that is defined as acceptable when assessing whether or not competency has been achieved.

Conditions.

Anything that may qualify a specific environment in which performance will be demonstrated.

Co-pilot.

A licensed pilot serving in any piloting capacity other than as pilot-in-command but excluding a pilot who is on board the aircraft for the sole purpose of receiving flight instruction.

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.

Detect and avoid.

The capability to see, sense or detect conflicting traffic or other hazards and take the appropriate action.

Dual instruction time.

Flight time during which a person is receiving flight instruction from a properly authorized pilot on board the aircraft, or from a properly authorized remote pilot using the remote pilot station during a remotely piloted aircraft flight.

Error.

An action or inaction by an operational person that leads to deviations from organizational or the operational person's intentions or expectations.

Note.-See Chapter 1 of Annex 19 – Safety Management for a definition of operational personnel



Error management.

The process of detecting errors and responding to them with countermeasures that reduce or eliminate the consequences of errors and mitigate the probability of further errors or undesired states.

Note.— See Chapter 6 of Part II, Section 1 of the Procedures for Air Navigation Services — Training (PANS-TRG, Doc 9868) and Circular 314 — Threat and Error Management (TEM) in Air Traffic Control for a description of undesired states.

Flight crewmember.

A licensed crew member charged with duties essential to the operation of an aircraft during a flight duty period.

Flight plan.

Specified information provided to air traffic services units, relative to an intended flight or portion of a flight of an aircraft.

Flight procedures trainer.

See Flight simulation training device.

Flight simulation training device (FSTD).

Any one of the following three types of apparatus in which flight conditions are simulated on the ground:

A flight simulator,

which provides an accurate representation of the flight deck of a particular aircraft type or an accurate representation of the RPAS to the extent that the mechanical, electrical, electronic, etc. aircraft systems control functions, the normal environment of flight crew members, and the performance and flight characteristics of that type of aircraft are realistically simulated;

A flight procedures trainer,

which provides a realistic flight deck environment or realistic RPAS environment, and which simulates instrument responses, simple control functions of mechanical, electrical, electronic, etc. aircraft systems, and the performance and flight characteristics of aircraft of a particular class;

A basic instrument flight trainer,

which is equipped with appropriate instruments, and which simulates the flight deck environment of an aircraft in flight or the RPAS environment in instrument flight conditions.

Flight simulator.

See Flight simulation training device.

Flight time — aeroplanes.

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



Note.-

Flight time as here defined is synonymous with the term “block to block” time or “chock to chock” time in general usage which is measured from the time an Aeroplane first moves for the purpose of taking off until it finally stops at the end of the flight.

Flight time – helicopters.

The total time from the moment a Helicopter’s rotor blades start turning until the moment the Helicopter finally comes to rest at the end of the flight, and the rotor blades are stopped.

Flight time — remotely piloted aircraft systems. ***

The total time from the moment a command and control (C2) link is established between the remote pilot station (RPS) and the remotely piloted aircraft (RPA) for the purpose of taking off or from the moment the remote pilot receives control following a handover until the moment the remote pilot completes a handover or the C2 link between the RPS and the RPA is terminated at the end of the flight..

Flight time — remotely piloted aircraft systems.****

The total time from the moment a C2 Link is established between the remote pilot station (RPS) and the remotely piloted aircraft (RPA) for the purpose of taking off or from the moment the remote pilot receives control following a handover until the moment the remote pilot completes a handover or the C2 Link between the RPS and the RPA is terminated at the end of the flight.

Glider.

A non-power-driven heavier-than-air aircraft, deriving its lift in flight chiefly from aerodynamic reactions on surfaces, which remain, fixed under given conditions of flight.

Glider flight time.

The total time occupied in flight, whether being towed or not, from the moment the glider first moves for the purpose of taking off until the moment it comes to rest at the end of the flight.

Handover.

The act of passing piloting control from one remote pilot station to another.

Helicopter.

A heavier-than-air aircraft supported in flight chiefly by the reactions of the air on one or more power-driven rotors on substantially vertical axes.

Human performance.

Human capabilities and limitations, which have an impact on the safety and efficiency of aeronautical operations.

ICAO competency framework.

A competency framework, developed by ICAO, is a selected group of competencies for a given aviation discipline. Each competency has an associated description and observable behaviours.

*** Applicable until 25 November 2026

**** Applicable after 26 November 2026

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Instrument flight time.

Time during which a pilot is piloting an aircraft or a remote pilot is piloting a remotely piloted aircraft solely by reference to instruments and without external reference points.

Instrument ground time.

Time during which a pilot is practicing, on the ground, simulated instrument flight in a flight simulation training device approved by DGCA Sri Lanka.

Instrument time.

Instrument flight time or instrument ground time.

Licensing Authority.

The DGCA Sri Lanka who is the designated authority by the state as responsible for the licensing of personnel.

Note.-

In the provision of this IS, DGCA Sri Lanka is been given the following responsibilities by the statute:

- a) assessment of an applicant's qualifications to hold a licence or rating;*
- b) issue and endorsement of licences and ratings;*
- c) designation and authorization of approved persons;*
- d) approval of training courses;*
- e) approval of the use of flight simulation training device and authorization for their use in gaining the experience or in demonstrating the skill required for the issue of a licence or rating; and*
- f) validation of licences issued by other Contracting States.*

Likely.

In the context of the provisions in IS 036, likely means with a probability of occurring that is unacceptable to the Medical Assessor.

Maintenance.

The performance of tasks required to ensure the continuing airworthiness of an aircraft, including any one or combination of overhaul, inspection, replacement, defect rectification, and the embodiment of a modification or repair.

Medical Assessment.

The evidence issued by DGCA Sri Lanka that the licence holder meets specific requirements of medical fitness.

Medical assessor.

A physician, appointed by DGCA Sri Lanka, qualified and experienced in the practice of aviation medicine and competent in evaluating and assessing medical conditions of flight safety significance.

Note 1.-

Medical Assessors evaluate medical reports submitted to DGCA Sri Lanka by medical examiners.



Note 2.-

Medical Assessors are expected to maintain the currency of their professional knowledge.

Medical examiner.

A physician with training in aviation medicine and practical knowledge and experience of the aviation environment, who is designated by DGCA Sri Lanka to conduct medical examinations of fitness of applicants for licences or ratings for which medical requirements are prescribed.

Monitoring.

A cognitive process to compare an actual to an expected state.

Note.– Monitoring is embedded in the competencies for a given role within an aviation discipline, which serve as countermeasures in the threat and error management model. It requires knowledge, skills and attitudes to create a mental model and to take appropriate action when deviations are recognized.

Night.

The hours between the end of evening civil twilight and the beginning of morning civil twilight or such other period between sunset and sunrise, as prescribed by DGCA Sri Lanka.

Note.-

Civil twilight ends in the evening when the centre of the sun's disc is 6 degrees below the horizon and begins in the morning when the centre of the sun's disc is 6 degrees below the horizon.

Observable behaviour (OB).

A single role-related behaviour that can be observed and may or may not be measurable.

Performance criteria.

Statements used to assess whether the required levels of performance have been achieved for a competency. A performance criterion consists of an observable behaviour, condition(s) and a competency standard.

Pilot (to).

To manipulate the flight controls of an aircraft during flight time.

Pilot flying (PF).

The pilot whose primary task is to control and manage the flight path. The secondary tasks of the PF are to perform non-flight path related actions (radio communications, aircraft systems, other operational activities, etc.) and to monitor other crew members.

Pilot-in-command.

The pilot designated by the operator, or in the case of general aviation, the owner, as being in command and charged with the safe conduct of a flight.

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, in accordance with a method of supervision acceptable to DGCA Sri Lanka.



Pilot monitoring (PM).

The pilot whose primary task is to monitor the flight path and its management by the PF. The secondary tasks of the PM are to perform non-flight path related actions (radio communications, aircraft systems, other operational activities, etc.) and to monitor other crew members.

Powered-lift.

A heavier-than-air aircraft capable of vertical take-off, vertical landing, and low speed flight that depends principally on engine-driven lift devices or engine thrust for the lift during these flight regimes and on non-rotating aerofoil (s) for lift during horizontal flight.

Problematic use of substances.

The use of one or more psychoactive substances by aviation personnel in a way that:

- a) Constitutes a direct hazard to the user or endangers the lives, health or welfare of others; and/or
- b) Causes or worsens an occupational, social, mental or physical problem or disorder.

Psychoactive substances.

Alcohol, opioids, cannabinoids, sedatives and hypnotics, cocaine, other psycho stimulants, hallucinogens, and volatile solvents, whereas coffee and tobacco are excluded.

Quality system.

Documented organizational procedures and policies; internal audit of those policies and procedures; management review and recommendation for quality improvement.

Rated air traffic controller.

An air traffic controller holding a licence and valid ratings appropriate to the privileges to be exercised.

Rating.

An authorization entered on or associated with a licence and forming part thereof, stating special conditions, privileges or limitations pertaining to such licence.

Remote co-pilot.

A licensed remote pilot serving in any piloting capacity other than as remote pilot-in-command but excluding a remote pilot who is in the RPS for the sole purpose of receiving flight instruction

Remote flight crew member.

A licensed flight crew member charged with duties essential to the operation of a remotely piloted aircraft system during a flight duty period.

Remote pilot.

A person charged by the operator with duties essential to the operation of a remotely piloted aircraft and who manipulates the flight controls, as appropriate, during flight time.

Remote pilot-in-command.

The remote pilot designated by the operator as being in command and charged with the safe conduct of a flight.



Remote pilot station (RPS).

The component of the remotely piloted aircraft system containing the equipment used to pilot the remotely piloted aircraft.

Remotely piloted aircraft (RPA).

An unmanned aircraft which is piloted from a remote pilot station.

Remotely piloted aircraft system (RPAS).***

A remotely piloted aircraft, its associated remote pilot station(s), the required command and control links and any other components as specified in the type design.

Remotely piloted aircraft system (RPAS).****

A remotely piloted aircraft, its associated remote pilot station(s), the required C2 Link(s) and any other components as specified in the type design.

Rendering (a licence) valid.

The action taken by DGCA Sri Lanka, as an alternative to issuing its own licence, in accepting a licence issued by any other Contracting State as the equivalent of its own licence.

Rotorcraft.

A power-driven heavier-than-air aircraft supported in flight by the reactions of the air on one or more rotors.

Sign a maintenance release (to).

To certify that maintenance work has been completed satisfactorily in accordance with appropriate airworthiness requirements, by issuing the maintenance release referred to in IS 017 (in the case of a release not issued by an approved maintenance organization) or IS 056 (in the case of a release issued by an approved maintenance organization)

Significant.

In the context of the medical provisions in IS 036, significant means to a degree or of a nature that is likely to jeopardize flight safety.

Solo flight time.

Flight time during which a student pilot is the sole occupant of an aircraft.

Solo flight time — remotely piloted aircraft systems.

Flight time during which a student remote pilot is controlling the RPAS, acting solo.

State Safety Programme (SSP).

An integrated set of regulations and activities aimed at improving safety.

Threat.

Events or errors that occur beyond the influence of an operational person, increase operational complexity and which must be managed to maintain the margin of safety.

*** Applicable until 25 November 2026

**** Applicable after 26 November 2026

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Note.-

See Chapter 1 of Annex 19 – Safety Management for a definition of operational personnel

Threat management.

The process of detecting threats and responding to them with countermeasures that reduce or eliminate the consequences of threats and mitigate the probability of errors or undesired states.

Note.— See Chapter 6 of Part II, Section 1 of the Procedures for Air Navigation Services — Training (PANS-TRG, Doc 9868) and Circular 314 — Threat and Error Management (TEM) in Air Traffic Control for a description of undesired states.



CHAPTER 1- LEGAL AND ADMINISTRATIVE PROVISIONS

1.1 Table of Legal and Administrative Provisions

PROVISION (L-Legal) (A- Administrative)	EFFECTIVE DATE	FURTHER AMENDED BY	EFFECTIVE DATE	REMARKS
Civil Aviation Act, No.14 of 2010	04.02.2011			Current
Civil Aviation (Licensing of Personnel and Training Institutions) Regulations No.01 of 2018	03.07.2018			Current
Air Navigation Regulations 1955(L)	01.07.1955		19.06.1969	Replacement of Schedule 1
Amendment of ANR Schedule One (L)	19.06.1969	Gazette Extra ordinary 1264/33	28.11.2002	Replacement of ANR "Schedule 1" with "Annex1" and enforcing and implementing all ICAO Annexes
Gazette Extraordinary 1264/33, Replacement of ANR Schedule 1 with Annex1 and enforcing and implementing all ICAO Annexes. Issue of ASNs to implement Annexes (L).	28.11.2002			Current
Gazette Extraordinary 910/18, amendment of Fees and applicable Sections of the ANR(L)	16.02.1996	Repealed by Gazette Extra ordinary 1025/6	28.04.1998	Repealed the 910/18 by 1025/6
Gazette Extraordinary 1025/6, amendment of Fees and applicable Sections of the ANR (L)	28.04.1998	Gazette Extra ordinary 1187/26	07.06.2001	Further amended the Fees
Gazette Extraordinary 187/26 amendment of Fees (L)	07.06.2001	Gazette Extra ordinary 1262/33	28.04.1998	Further amended the Fees
Gazette Extraordinary 1025/6 amendment of Fees (L)	28.04.1998	Repealed by Gazette Extraordinary 1869/32, Civil Aviation Authority Fees	02.07.2014	Repealed 1025/6 by 1869/32



		and Charges Regulations No 01 of 2014		
Gazette Extraordinary 1869/32, Civil Aviation Authority Fees and Charges Regulations No 01 of 2014	02.07.2014			Current
Gazette Extraordinary 2078/22, Civil Aviation (Licensing of Personnel and Training Institutions) Regulation No. 01 of 2018	03.07.2018	Amended by Gazette Extraordinary 2283/05 , Civil Aviation (Licensing of Personnel and Training Institutions) Regulation No. 01 of 2018	06.06.2022	Current
ASN 28 Requirements to be satisfied in the Establishment, Operation and Maintenance of a Flying School in Sri Lanka.	2003	2010	20.10.2010	Replaced by IS 67
IS 67 Requirements for Establishment , Operations and Maintenance of a Flying Training Organization.	12.03.2018	2020	11.09.2020	Current
ASN 008 Administrative Procedures for the conduct of Aircraft Maintenance Engineer – Basic Licence (AME-BL) Examination	With Immediate effect	2010	20.09.2006	Current
ASN 36 Validation of a Flight Crew Licence issued by a Contracting State for the purpose of Air Transport Operations excluding excluding	12.09.2003	Issue No.02	25.08.2010	Replaced by IS 08



Private Operations in aircraft (aeroplanes & helicopters) registered in Sri Lanka.				
IS 08 General Provisions and the Requirements and Procedures to render valid a Foreign Flight Crew Licence and Ratings and to convert a Foreign Flight Crew Licence and Ratings into a Sri Lankan Flight Crew Licence and Ratings.	20.06.2012	2020	31.07.2020	Current
ASN 54 Personnel Licensing Requirements – Definitions & General Rules	With Immediate effect	Issue No.04		Replaced by IS 50
IS 50 Compliance with Annex 1- Chapter 1, Personnel Licensing Requirements - Definitions and General Rules	01.02.2018	2022	01.04.2022	Current
ASN 55 Personnel Licensing Requirements - Licences and Ratings for pilots	With Immediate effect	Issue No.04	17.07.2009	Replaced by IS 51
IS 51 Personnel Licensing Requirements - Licences and Ratings for pilots	29.09.2015			Superseded by IS 72
IS 72 Requirements for Flight Crew Licensing	01.04.2021			Current
ASN 56 Personnel Licensing Requirements and procedures - Licences for Flight Navigators, Flight Engineers & Flight Radio Telephone Operators	With Immediate effect	Issue No.03	20.07.2009	Replaced by IS 43
IS 43	18.11.2013			Current



Personnel Requirements – Licences for Flight Navigators, Flight Engineers & Flight Radio Telephone Operators : Compliance to Annex 01 – Chapter 3				
ASN 57 Personnel Licensing Requirements - Flight Operations Officers/Flight Dispatcher Licence	With Immediate effect	Issue No.03	01.09.2010	Replaced by IS 49
IS 49 Compliance with Annex 1 - Chapter - 4, Personnel Licensing Requirements - Flight Operations Officer / Flight Dispatcher Licence	29.10.2015	2021	29.03.2021	Current
ASN 58 Personnel Licensing Requirements & Procedures - Specifications for Personnel Licences.	With Immediate effect	Issue No.02	21.07.2009	Replaced by IS 68
IS 68 Specifications for Personnel Licences.	27.11.2017	2022	09.09.2022	Current
ASN 59 Personnel Licensing Requirements – Medical Provisions for licensing	22.07.2009	Issue No.02	16.12.2009	Replaced by IS 36
IS 36 Compliance with Annex – 1 - Chapter 6, Personnel Licensing Medical Requirements	16.09.2015	2022	15.03.2022	Current
ASN 62 Issuance of Civil Pilot Licence on Recognition of Military Flying Experience.	01.04.2005	Issue No.02	30.09.2010	Replaced by IS 69



IS 69 Issuance of Civil Pilot Licences on Recognition of Military Flying Experience	18.01.2018			Current
ASN 83 Requirements and Standards Relating to Issue and Renewal of Aircraft Maintenance Licenses and Aircraft Type Ratings	With Immediate effect	Issue No.02		Replaced By IS 66
IS 66 Personnel Licensing Requirements- Aircraft Maintenance Licence	01.11.2017			Current
ASN 97 Administrative procedures for the conduct of Aircraft maintenance license examination (AML) and conversion of existing aircraft maintenance engineers basic License (AME-BL) to AML	With Immediate effect			Current
ASN 101 Language proficiency requirement for a radio telephony communication	With Immediate effect			Replaced by IS 92
IS 92 English Language proficiency requirement for a radio telephony communication	21.04.2018			Current
ASN 111 Personnel Licensing requirements – Aeronautical station operators	With Immediate effect	Issue No.02	15.10.2010	Replaced by IS 48
IS 48 Compliance with Annex 01- Chapter 4,4.7-4.8- Personal Licensing Requirements - Aeronautical Station Operator License &	29.09.2015	2019	06.05.2019	Current



Aeronautical Meteorological Personnel				
ASN 112 Personnel licensing requirements –License and ratings for Air traffic Controllers	With Immediate effect	Issue No.02	22.02.2010	Replaced by IS 55
IS 55 Compliance to Annex 1- Chapter 4, 4.3-4.5 - Personnel Licensing Requirements – Licence and Ratings for Air Traffic Controllers	01.02.2017	2019	29.03.2021	Current
ASN 122 Requirements for Maintenance of Continuous Validty, Renewal and Reactivation of Pilot License (Aero Palne, Helicopter, Powerd – Lift, Air Ship, Balloon and Glider) and Ratings	25.09.2010			Replaced by IS 71
IS 71 Requirements for Maintenance of Continuous Validity, Renewal and Re-activation of Pilots Licences (Aeroplane, Helicopter, Powered-lift, Airship, Balloon and Glider) and Ratings.	26.04.2018			Superseded by IS 72
IS 147 Requirements to be satisfied by Maintenance Training Organization for Approval	01.12.2017			Current



1.2 Personnel Licensing Application forms / Information Pamphlets

Personnel Licensing information pamphlets, and relevant regulations, Implementing Standards, Aviation Safety Notices, Directions and Directives can be found in CAA official website www.caa.lk.

Personnel Licensing Application forms, can be found in the Computerized Licensing System which can be accessed through CAA official website www.caa.lk.

Any applicant for licence shall register with the computerized Licensing System and create a user profile. If any assistance is required to create the profile or add new application, “Help” button should be pressed.

After making the application form applicant shall read the information published in the website and attach the necessary documents in the application where it is required, and shall contact the Personnel Licensing Section for the payment, and the payment shall be made online or offline in the cash counter and during the visit to Personnel Licensing Section shall submit the original documents for verification purpose.

Evaluation of the Application commences only after the relevant Evaluation payment is levied.

1.3 Implementation plan for the conversion of existing Flight Crew licences, ratings, certificates and authorizations

Implementing Standard 72 (IS 72) prescribed the requirements for Flight Crew Licensing in accordance with section 67 of CAA Act No 14 of 2010 and in compliance with International Standards and Recommended Practices.

IS 72 contains the requirements for the issue, revalidation, renewal, suspension and revocation of a flight crew licence, rating and certificate. In order to implement IS 72 in Sri Lanka, the existing licenses and certificates which were issued by DGCA Sri Lanka in accordance with IS 51, are required to be reissued in new format after 01st April 2021.

Issuance of new Flight Crew Licence will be done during the upcoming renewal of the existing licence. Separate Application shall be completed by the applicant in addition to the “Licence Renewal application”

A. Reissuance of Flight Crew Licences (Aeroplanes)

1. Pilot licences

A current pilot licence issued by DGCA Sri Lanka in accordance with the Implementing Standard 51 requirements shall be reissued provided that the applicant complies with the following requirements:

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(a) for ATPL(A), CPL(A) and PPL(A) complete a proficiency check for type/class and instrument rating, relevant to the privileges of the licence held;

(b) comply with the requirements set out in the following table:

Licence held	Total flying hours experience	Any further requirements	Replacement of new licence and conditions (where applicable)	Removal of conditions
(1)	(2)	(3)	(4)	(5)
ATPL(A)	> 1500 as PIC on multi-pilot aeroplanes	None	ATPL(A)	Not applicable
ATPL(A)	> 500 on multi-pilot aeroplanes And limitation on PIC rating	None	ATPL(A) with limitation on PIC rating	Completion of Command course in ATO approved by DGCA Sri Lanka
ATPL(A)	> 500 on multi-pilot aeroplanes with type rating restricted to cruise pilot	None	ATPL(A), with type rating restricted to co-pilot	Demonstrate ability to act as PIC as required by Appendix 9 to Part-FCL
CPL/IR(A) and passed an ATPL theory examination in CAASL			CPL/IR(A) with ATPL theory credit	Not applicable
CPL/IR(A)	> 500 on multi-pilot aeroplanes, or in multi-pilot operations on single-pilot aeroplanes	(i) pass an examination for ATPL(A) knowledge	CPL/IR(A) with ATPL theory credit	Not applicable
CPL/IR(A)	> 500 as PIC on single-pilot aeroplanes	None	CPL/IR(A) with class ratings and type ratings restricted to single pilot aeroplanes	
CPL/IR(A)	> 500 as PIC on single-pilot	None	CPL/IR(A) with class ratings and	As (5)(f)



	aeroplanes		type ratings restricted to single pilot aeroplanes	
CPL(A)			CPL(A) with type/ class ratings restricted to single pilot aeroplanes	
PPL(A) With night rating			PPL(A) with night rating	
PPL(A) With multi engine rating	≥ 70 PIC on aeroplanes		PPL(A) with multi engine rating	Not applicable
PPL(A) With multi engine rating	< 70 PIC on aeroplanes	Complete 70 PIC on aeroplanes	PPL(A) with multi engine rating	Completion of additional training

2. Instructor Ratings (Aeroplane)

A current instructor rating issued by DGCA Sri Lanka in accordance with the Implementing Standard 51 requirements shall be reissued provided that the applicant complies with the following requirements:

- (a) complete a proficiency check
- (b) comply with the requirements set out in the following table:

Rating held	Experience	Any further requirements	Replacement
(1)	(2)	(3)	(4)
FI(A)/IRI(A)/TRI(A) /CRI(A)	as required under IS 72 for the relevant certificate	N/A	FI(A)/IRI(A)/TRI(A) /CRI(A)

3. SFI rating

A current SFI rating issued by DGCA Sri Lanka in accordance with the Implementing Standard 51 requirements shall be reissued provided that the applicant complies with the following requirements:

- (a) complete a proficiency check
- (b) comply with the requirements set out in the following table:



Rating held	Experience	Any further requirements	Replacement
(1)	(2)	(3)	(4)
SFI(A)	>1500 hours as pilot of MPA	(i) hold or have held a CPL, MPL or ATPL for aeroplanes issued by a Member State; (ii) 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	have completed the flight simulator content of the applicable type rating course including MCC	SFI(A)

The conversion shall be valid for a maximum period of 3 years. Revalidation shall be subject to the completion of the relevant requirements set out in Is 72.

B. Helicopters

1. Helicopter Pilot licences

A current helicopter pilot licence issued by DGCA Sri Lanka in accordance with the Implementing Standard 51 requirements shall be reissued provided that the applicant complies with the following requirements:

- (a) for ATPL(H), CPL(H) and PPL(H) complete a proficiency check for type/class and instrument rating, relevant to the privileges of the licence held;
- (b) comply with the requirements set out in the following table:

Licence held	Total flying hours experience	Any further requirements	Replacement of new licence and conditions (where applicable)	Removal of conditions
(1)	(2)	(3)	(4)	(5)
ATPL(H) valid IR(H)	PIC on multi-pilot helicopters	None	ATPL(H) and IR	Not applicable



ATPL(H) no IR(H) privileges	PIC on multi- pilot helicopters	None	ATPL(H)	Not applicable
CPL/IR(H) and passed an ATPL (H) theory examination conducted by DGCA SriLanka			CPL/IR(H) with ATPL theory credit	Not applicable
CPL/IR(H)			CPL/IR(H)	Not applicable
CPL(H)			CPL(H)	Not applicable
PPL/IR(H)	≥ 75 in accordance with IFR		PPL/IR(H) (the IR restricted to PPL)	
PPL(H)			PPL(H)	Not applicable

2. Instructor Ratings (Helicopter)

A current helicopter instructor rating issued by DGCA Sri Lanka in accordance with the Implementing Standard 51 requirements shall be reissued provided that the applicant complies with the following requirements:

- (a) complete a proficiency check
- (b) comply with the requirements set out in the following table:

Rating held	Experience	Any further requirements	Replacement
(1)	(2)	(3)	(4)
FI(H)	as required under IS 72 for the relevant certificate	N/A	FI(H)/IRI(H)/TRI(H) /CRI(H)

Revalidation of the certificate shall be subject to the completion of the relevant requirements set out in IS 72.



CHAPTER 2 - INTRODUCTION

2.1 Civil Aviation Authority of Sri Lanka

In Sri Lanka, Civil Aviation is regulated and administered by the Civil Aviation Authority of Sri Lanka (CAASL), which was established under the Civil Aviation Authority Sri Lanka Act No 34 of 2002 enacted with effect from 27th December 2002 to replace the Department of Civil Aviation, Furthermore CAASL comes under the purview of the Ministry of Ports, Shipping and Aviation.

2.2 Personnel Licensing Section

2.2.1. Responsibilities

A Licensing Office is an essential arm of a civil aviation regulatory body. It is established to carry out the functions and administrative processes leading up to the issuance of a licence, rating or other certificates to those personnel (s) who are required to be in possession of such documents by law, in order to carry out their respective job functions.

The Organizational Structure and detailed functions of the Section including the job description and responsibility of each staff member of the TOPL Section and training requirements are contained in the Office Procedures Manual published by the CAASL (SLCAP 3030).

The TOPL Section of the CAASL undertakes licensing of Flight Crew, Aircraft Maintenance Engineers, Air Traffic Controllers, Flight Operations Officers Cabin Crew Members and Aeronautical Station Operators.

2.2.2. Essential Functions of the TOPL Section

To discharge its responsibilities, the TOPL Section has to carry out many tasks which are normally organized around five major functional areas: examinations (flight crew, aircraft maintenance personnel, flight operations officer, etc.), licensing, training, regulatory and administration. In addition, the TOPL Section may be called to cooperate or assist in the investigation of an accident or an incident as and when necessary.

2.2.2.1 The Examination Function

The examination functions of a TOPL Section are the most complex, as they require a high level of experience and expertise in the various areas of licensing (Flight Crew, Aircraft Maintenance, & Flight Operations Officer). Executing the tasks also requires the highest technical and ethical integrity as well as good judgment. Because such specialized high-level skills are often scarce, CAASL use staff from the Operations, Airworthiness, Air Navigation Section of CAASL and qualified personnel from Aviation Industry to carry out examinations, and in particular, knowledge, flight and practical tests/examinations.

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Examiner procedures are contained in SLCAP 3080 and Procedures on ELPC Examination are contained in SLCAP 3040.

The tasks related to the examination function may also be delegated externally, under the oversight of the CAASL, to an organization or an appropriate person (a “designated examiner” with appropriate qualifications). The examination tasks include:

- a) Designing written examinations for flight crew members, aircraft maintenance personnel, flight operation officers, air traffic controllers and ground operations personnel who intend to apply for the issue or renewal of licences or to add new aircraft types, ratings or authorizations to their licence as and when required .
- b) Conducting knowledge examinations relevant to issue of Licences, relevant Ratings, Certificates of Competency or Permits.
- c) Conducting of skill tests , ELPC, RT tests and examinations for appropriate to Licences, relevant Ratings, Certificates of Competency or Permits
- d) Conducting an examination according to the established systems and procedures.
- e) Management and operations of computerized examination system
- f) Management of examination center
- g) Reviewing, evaluating and marking written tests;
- h) Administering and/or carrying out oral examinations of different specialties, as required;
- i) Administering and/or Carrying out flight tests and simulator tests and generating the required test reports;
- j) Administering and/or conducting practical tests as required for the different specialties and generating the necessary test reports;
- k) Coordinating with the Medical Assessor and Medical Examiners(CAME) of the CAASL those aspects related to medical examinations and the issuance of medical assessments, in compliance with Annex 1 and the Medical Examination Procedure Manual (SLCAP 3020) provisions;
- l) administering and/or Carrying our language proficiency examinations, as required, and
- m) Participating in committees or advisory groups to review and recommend improvements to examination syllabi and licensing matters.
- n) Training & monitoring of designated examiners Recommend new personnel for delegated authority of the examiners



2.2.2.2 The Licensing functions

The Licensing functions cover all of the routine tasks associated with the physical issuance and maintenance of Personnel Licenses, Ratings, Certificates of Competency or Permits and includes:

- a) Drafting detailed procedures for licensing Staff and designated examiners;
- b) Reviewing the limitations and recent experience of flight crew members, maintenance personnel, air traffic controllers , flight dispatchers , aeronautical station operators & cabin crew members', and take the necessary action upon it;
- c) Reviewing and studying the application for a license and related documentation and recommend actions to be taken from appropriate sections; and
- d) The assessment and approval of applications for Licences, relevant Ratings, Certificates of Competency or Permits
- e) The issuance of medical fitness assessments relating to licence requirements
- f) The issuance, revalidation and renewal of personnel Licences, relevant Ratings, Certificates of Competency or Permits.
- g) Evaluating foreign licences and certificates, and military pilot qualifications, and taking appropriate action, including consultation with the State of licence issue (SOLI) as necessary;
- h) Validation and conversion of Foreign Licenses
- i) Conducting Surveillance on Personnel licences issued in coordination with Operations, Airworthiness and Air Navigation Services Section of the CAASL.
- j) Administrating and/or Conducting Training & monitoring of designated examiners.

2.2.2.3 The Training Functions

Training functions cover the activities related to the certification, approval and surveillance of approved training organizations (or schools) and training programmes, as well as initial and continuation training delivery for TOPL staff. These tasks include:

- a) Studying the TOPL training Standards and making the necessary recommendations for improvement of in-country and abroad training (if necessary) issues;
- b) Developing and executing plans for the surveillance of the different aviation training activities;

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- c) Reviewing training curriculum and programs submitted for approval and taking appropriate action;
- d) Approving Flying Training Organizations, Flight Operations Officer training Organizations & ATC Training Organizations and other Training organizations as appropriate,
- e) Approving training Programmes at operators and maintenance organizations, air traffic control units, as well as at manufacturers and other approved agencies, as appropriate;
- f) Qualifying flight simulation training devices, conducting their recurrent evaluations and authorizing their use for defined training tasks
- g) Establishing and maintaining personnel training records;
- h) Certifying and surveying the different Simulators; and
- i) The approval of syllabi and the training programmes used by licensed / Approved Training Organizations
- j) The approval of organizations and Key-post holders for specific tasks related to training and assessment and evaluation inclusive of persons designated by the Director General to carry out specific tasks on his behalf
- k) Certify and survey aircraft and airports used by the training schools.
- l) Exercising continued surveillance of approved training organizations, in cooperation with Operations, Airworthiness and Air Navigation Services Section of the CAASL as necessary.
- m) Organizing the appropriate initial and recurrent training for TOPL staff; and
- n) Establishing and maintaining personnel training records.

2.2.2.4 The Regulatory Functions

The regulatory functions cover the development and maintenance of the regulatory support of Personnel licensing and include:

- a) Drafting and amending of rules and regulations relating to the training and licensing of aviation personnel;
- b) Enforcing licensing laws and regulations; and
- c) Developing procedures, taking into account best practices and applicable quality standards.

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2.2.2.4 The Administrative Functions

The administrative functions of a TOPL Section include:

- a) Maintaining an up-to-date efficient and secure record system for licensing, certification, designation, approval, and authorization actions;
- b) Maintaining lists of CAASL and designated examiners;
- c) Maintaining the TOPL Section library;
- d) Provisioning of necessary TOPL Section supplies, equipment and facilities;
- e) Ensuring that all regulatory material and TOPL documents held by staff are kept updated;
- f) Drafting and promulgation of examination schedules in co-operation with the Designated Examiners;
- g) Where paper examinations are provided, printing and collating examination papers and distributing them in order to meet the published scheduled times as appropriate;
- h) Handling routine correspondence in respect to requests for study guidance material dates of examinations, application forms, and examination fees;
- i) Dealing with the public when necessary on matters related to:
 - Scheduled examinations;
 - Requests for explanatory pamphlets and any queries related to examination administration;
 - Licence, certificates, permits or rating or examination applications;
 - Requests for regulatory interpretation
- j) Handling routine correspondence in respect to applications for licenses or ratings, flight tests or any other routine clerical matters requiring action;
- k) Processing all licence applications and preparing the material for review and action by technical licensing staff for licence issuance;
- l) Completing licence application forms and prepare licences for official signature;
- m) Managing the TOPL Computerised Licensing system (LIMS)
- n) Maintenance and update of Licence Database



2.3 Staffing of the TOPL Section and Working Arrangement

2.3.1. CAA Staff

The CAASL TOPL Section is suitably organized and staffed to undertake the activities handled by the office. The size of the office and the staff is commensurate with the aviation Industry of the country.

2.3.2. Working Arrangement

The volume of work and the licensing activities generated in the country do not warrant as of today to employ staff on to permanent pay-roll of the TOPL Section of the CAASL to subject expert. Therefore administrative arrangements have been made with other organizations, both foreign and local and also chosen individuals to assist and provide necessary inputs and services to accomplish the work functions and tasks detailed in the above paragraphs. It, therefore, is an arrangement for borrowing or hiring or sometimes voluntarily service contributors by State organizations, or outside resources, shared with clear demarcation of responsibility.

2.3.3. Borrowed/Hired Resources

Resource persons under the following categories are borrowed / hired outside the TOPL Division;

1. Assistance of Intelligence Agencies to conduct necessary security checks
2. Qualified persons in the industry appointed by the DGCA for the purpose of validating knowledge qualifications, setting up and updating question bank.
3. Flight Crew Licensing Examiners designated by the Director General for the purpose of conducting F/Ts for issue, renewal, revalidation of licences and ratings
4. Civil Aviation Medical Examiners designated by the DGCA for the purpose of conducting civil aviation medical examinations
5. Medical practitioners, clinics and laboratories designated and requested to conduct laboratory and other special medical tests and examinations for the issue of medical investigation reports
6. Examiners appointed by the DGCA from the Airworthiness Inspections Division of the CAASL to set and mark the examination papers of the Aircraft Maintenance Engineer Licence Knowledge Examinations.
7. Air Traffic Control Examiners appointed and designated by the Director General to conduct skill tests for the grant, renewal of revalidation of Air traffic Controller (ATC) Licences and ATC Ratings.

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8. Check Airmen or Designated Check Pilots so designated by the Director General chosen from commercial airlines for the conduct of necessary type endorsement checks, reactivation checks and Instrument Rating checks.
9. Outside organizations such as COSCAP-SA, ICAO Regional Office in Bangkok, EASA who are assigned with special tasks.
10. Committees and Study Groups appointed by the Director General / CAA to provide the CAA with various technical expertise / evaluations and assist in investigations / inquiries as and when necessitated by the Director General
11. Any other as decided by the Director General

The functions of the above entities are described in the subsequent paragraphs of this Manual as and where they appear.

2.4 Roles and Responsibilities in Brief

2.4.1. Director General of Civil Aviation

Subject to the direction of the Hon. Minister, DGCA is charged with the administration of the Civil Aviation Act No. 14 of 2010 and other specific operating regulations. As the regulatory matters are conducted under the above regulations, final authority of the functioning and activities of Training Organization and Personnel Licensing section rest with the Director General.

2.4.2. Director Training Organization and Personnel Licensing - Head of TOPL (DТОPL) Section

Reporting to the Director General through Deputy Director General (Flight Safety Regulation), Director, Head of the section administer the licensing laws, directs and maintains overall supervision of, all personnel licensing activities conducted by the Authority as outlined in paragraph 2.2 above and Personnel Licensing Office Procedures Manual (SLCAP 3030).

2.4.3. Senior Civil Aviation Inspector (SCAI)

On behalf of the Director Personnel licensing and as directed by him/her the incumbent shall attend to all administrative, regulatory and operational functions in the Personnel Licensing Section of CAASL and monitor all functions performed at the Section with the objective of ensuring that the processing of licensing applications and the issue of licences, ratings and certificates are carried out in conformity with ICAO and CAASL stipulated regulatory requirements.

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2.4.4. Civil Aviation Inspector (CAI)

The Duty of the CAI includes support the Director in charge of Personnel Licensing / Senior Civil Aviation Inspector to perform daily, routine, periodic and occasional duties and tasks related to all flying and non-flying matters in the Personnel Licensing Section, with the objective of ensuring that the Division's functions are carried out in accordance with licensing requirements stipulated by DGCA.

2.4.5. Civil Aviation Office (CAO)

The Duty of the CAO includes support the Director in charge of Personnel Licensing / Senior Civil Aviation Inspector and Civil Aviation Inspector to perform daily, routine, periodic and occasional duties and tasks related to all flying and non-flying matters in the Personnel Licensing Section, with the objective of ensuring that the Division's functions are carried out in accordance with licensing requirements stipulated by DGCA.

2.4.6. Responsibility of issuing licences

The responsibility of issuing any personnel licence, as indicated in the section 2.4.1,2.4.2 lies with the Director General of Civil Aviation and when properly delegated this responsibility shall be vested upon the Deputy Director (Flight safety regulations) and in his absence upon Director (personnel licensing) or in his absence with SCAI.



CHAPTER 3 - APPLICANT IDENTIFICATION & PERSONNEL DETAILS

3.1 Name

The full name of an applicant for a personnel licence, a certificate or any other written document, which is to be issued by the CAASL, shall be determined and used on all documents and correspondence.

3.1.1. Determination of Full Name

The original document of any one of the following, which contains the full name, may be accepted as proof of the full name of an applicant.

1. Birth certificate issued by a Registrar of Birth / Duly competent Person or Authority empowered by law for the purpose of such law could be referred to by the TOPL staff.
2. A Certificate of Registration of Birth abroad issued by a Registrar of Births or Department of Immigration.
3. A valid Passport issued by a duly competent Authority of any State.
4. A valid Personnel Licence issued by the State of which the applicant is a citizen with photo identity.
5. National Identification Card issued by a duly competent authority as a photo identity.

3.1.2. Assumed Name

Usage of an Assumed name instead of the legal name will not be accepted for licensing purposes.

3.1.3. Change of Name

A personnel licence holder is required to notify the TOPL office, a change of name. If this has not been done and is detected by the TOPL staff, steps need to be taken to correct the name by informing the person and obtaining valid documentary evidence to that effect by means of a Marriage Certificate, Affidavit or any other valid proof. The licensing records thereafter should be maintained in that name. The licence the person holds may be re-issued.

If there exists any doubt about the accuracy of the documents submitted by the applicant under the above sections, 3.1.1 or 3.1.3 to prove the full name, issuance of any licence, rating, certificate or document may be withheld with the approval of the Head of Training Organization and Personnel Licensing section, until such time action is taken and the accuracy of the name is verified by contacting the originator of the document submitted by the applicant or by means of requesting the applicant to submit another document.

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3.2 Age

3.2.1. Proof of Age

The minimum age for issue of respective personnel licences are given in the relevant sections of the ANRs and Implementing Standards. The documents listed out in the section 3.1.1 should be used as proof of age.

3.2.2. Underage Applicants

A medical certificate may be issued to an applicant who is not yet old enough to hold a personnel licence in that respective discipline. It serves as an early notification to the applicant of the medical assessment. The applicant may also be allowed to undergo any classroom training in the respective ground school training course. But issue of a licence will strictly be subject to the minimum age requirement for that licence.

If there exists any doubt about the accuracy of the documents submitted by the applicant to prove the age, issue of any licence, rating or certificate may be withheld with the approval of the Head of TOPL Section, until such time action is taken and the accuracy of the age is verified by contacting the originator of the document submitted by the applicant or by means of requesting the applicant to submit another document.

As a Personnel Licence should show the date of birth, the document should also indicate clearly, the applicant's date of birth.

3.3 Citizenship

3.3.1. Proof of Citizenship

The documents listed out in the section 3.1.1 should be used as proof of citizenship.

3.3.2. Change of Citizenship of an Existing Licence

A personnel licence holder is required to notify the TOPL office, a change of citizenship in writing. If this has not been done and is detected by CAASL staff, action should be taken to obtain the correct citizenship by means of submission of valid documentary evidence as described in the section 3.1.1.

The licensing records should be updated accordingly to include this data. The license, the person holds, may be re-issued.

3.3.3. Dual Citizenship

For applicants who have dual citizenship, the citizenship related to the current permanent residency may be considered for licensing purposes, unless otherwise the applicant has a valid reason acceptable to the DGCA to include the other.

This becomes very important when the laws in force specify priority for Sri Lankan nationals.

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If there exists any doubt about the accuracy of the documents submitted by the applicant to prove the citizenship, issue of any licence, rating or certificate may be withheld with the approval of the Head of TOPL Section, until such time action is taken and the accuracy of the citizenship is verified by contacting the originator of the document submitted by the applicant or by means of requesting the applicant to submit another document

3.4 Postal Address

3.4.1. Correct & Complete Address

An applicant for a personnel licence should provide the correct and complete Permanent postal address and current mailing address as well if it differs from the permanent postal address.

Also a current Email address could enable early correspondence.

3.4.2. Change of Address

An applicant for a licence or a holder of a licence may notify the TOPL Office of any change to permanent and current addresses declared to the TOPL Office. The licensing records will be updated accordingly. In the case of an already existing licence, an updated licence will be issued.

A personnel licence contains the address of the licence holder. Maintaining the most updated address in the licence and other office records is very important and safety related as it enables lost licences to be sent to the owner, dispatch of urgent important literature such as ISs, directives etc.

3.5 Other Important Points

An applicant for a licence or a holder of a licence may notify the TOPL Office of any change to personnel details declared to the TOPL Office, such as change of contact telephone numbers or any other pertinent information in order to update licensing records for accuracy.

Fee for Re-issuance of a licence under this Chapter should be according to the latest Fee Schedule of the ANRs.

TOPL staff should always keep the licences, office copies of licences, registers, personnel files, electronic data bases and all other documents as applicable, most current and updated on the information discussed as above foregoing paragraph of this chapter.

Samples of application forms relevant to this Chapter and information pamphlets for attention of the public are contained in the website www.caa.lk.

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CHAPTER 4 - AN INSIGHT TO PERSONNEL LICENSING ACTIVITIES

4.1 General

The Standards & Recommended Practices contained in ICAO Annex 1 on Personnel Licensing requires certain identified categories of aviation personnel to hold a licence and appropriate competencies known as Ratings (in aviation terminology), plus where applicable, a certificate of medical fitness to perform their respective job functions. Furthermore the licence holders are required to have recent experience in their respective disciplines of Licences issued by Sri Lanka as per the requirements of the relevant ISs.

The requirements, which should be met by an applicant to obtain a personnel licence and to maintain the recency and currency are specified in relevant ISs. The procedures developed based on these IS are described in this manual in the subsequent chapters accordingly.

4.2 Disciplines which require a Licence

4.2.1. The following personnel licences and ratings shall be issued by the DGCA.

- a) Student pilot licence - Aeroplane
- b) Flight Crew Licence - Private pilot — Aeroplane
- c) Flight Crew Licence - Private pilot — Helicopter
- d) Flight Crew Licence - Glider pilot
- e) Flight Crew Licence - Balloon pilot
- f) Flight Crew Licence - Commercial pilot — Aeroplane
- g) Flight Crew Licence - Commercial pilot — Helicopter
- h) Flight Crew Licence - Multi Crew Pilot
- i) Flight Crew Licence - Airline transport pilot — Aeroplane
- j) Flight Crew Licence - Airline transport pilot — Helicopter
- k) Flight Crew Licence - Instrument rating appropriate to aeroplanes and helicopters
- l) Flight Crew Licence – Class Ratings appropriate to aeroplanes and helicopters
- m) Flight Crew Licence – Type Ratings appropriate to aeroplanes and helicopters
- n) Flight Crew Licence – Night Rating appropriate to aeroplanes and helicopters
- o) Flight Crew Licence - Instructor rating appropriate to aeroplanes and helicopters
- p) Flight Crew Licence – Examiner rating appropriate to aeroplanes and helicopters
- q) Flight navigator licence
- r) Flight engineer licence
- s) Aircraft Maintenance Licence
- t) Aircraft Maintenance Engineers Licence
- u) Student air traffic controller
- v) Air traffic controller licence
- w) Air traffic controller ratings
- x) Flight operations officer/ flight dispatcher licence
- y) Aeronautical Station Operator Licence
- z) Cabin Crew Certificate

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In addition to issue of the above licences, the TOPL Section also issues certificates termed “Validation Certificates” to pilots who hold licences issued by foreign licensing authorities, enabling them to perform either on board Sri Lankan registered aircraft engaged in commercial air transportation or private flying activities. Similar Certificates are issued to aircraft maintenance personnel on the strength of foreign AML Licence, enabling them to perform with either approved Aircraft Maintenance Organizations or private maintenance activities.

4.3 Fees

Fees levied in providing services related to personnel licensing process can be found in Gazette Extraordinary 1869/32 “Fees and Charges levied by the CAA” issued by Finance Management Section of Civil Aviation Authority of Sri Lanka which is available in CAA Web site www.caa.lk.



CHAPTER 5 - STANDARDS & REQUIREMENTS FOR ISSUE OF PERSONNEL LICENCES

5.1 General

The Standards contained in the ICAO Annex 1 has been adopted and used as the Standards to be met by an applicant for the issuance of the personnel licences and ratings mentioned under sections 4.2 and 4.3 requirements are ratified.

For the convenience of applicants for licences and ratings, Explanatory Pamphlets and FAQs are available at the TOPL section and website www.caa.lk, which contain important technical and administrative details for obtaining a particular licence and a rating. TOPL staff is encouraged to disseminate these technical and administrative details to the public as it helps to clear many a doubts, which may arise at latter stages as a result of an applicant's unawareness of exact requirements.

The regulatory requirements for issue of a personnel licence in general are,

- a) Minimum age
- b) Knowledge
- c) Experience
- d) Skill
- e) Medical Certification
- f) Flight Instructions

Additionally, the other administrative requirements that the applicants should comply are described in the subsequent Chapters accordingly.

5.2 Minimum Age

The minimum age for the issue of any licence is as per the Standards laid down in ICAO Annex 1 and relevant IS for different types and categories of licences. This is summarized in Chapter 6 and through all licensing ISs.

A prospective applicant is allowed to undertake any training course before reaching the minimum age for issuance of the licence, except in the case of a Student Pilot Licence, subject to the applicant reaching/passing the minimum age at the completion of the knowledge, experience and skill test requirements during the stipulated time period for each type of licence.

5.3 Knowledge

An applicant's knowledge is tested at theoretical knowledge examinations conducted by the CAASL for various types of licences and where applicable for different types of Ratings. The Chapter 6 of this manual provides the details, on the subjects covered in each such examination, procedures and format of various examinations.

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5.4 Experience

The experience requirements, which should be satisfied as per the Standards in Annex 1 is summarized in Chapter 6. Furthermore the experience required for the issuance of the ratings such as Instrument, Flight Instructor , air traffic control ratings and aircraft maintenance engineer Category ratings are also included in Chapter 06.

5.5. Skill Testing

An applicant for a licence and where applicable a rating must demonstrate his ability to exercise the privileges granted by a licence and or a rating. These tests are conducted by Examiners appointed for the purpose by the DGCA. A detailed overview on this is provided in the Chapter 6.

5.6 Medical Certification

Some of the licences require having a certificate of medical fitness issued by a Designated Civil Aviation Medical Examiner. These certificates have to be renewed at the end of the validity period for the continuing validity of the licence. These administrative provisions are set forth in accordance with the ICAO Annex 1. Furthermore the Chapter 6 of this Manual and Medical Procedure Manual (SLCAP 3020).issued by the DGCA illustrate on these provisions.

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CHAPTER 6 - DESCRIPTIONS OF LICENCES

6.1 Requirements for issuance of Student Pilot Licence (Aeroplane)

6.1.1. Requirements for issuance of Student Pilot Licence have been published in the following Implementing Standards.

Implementing Standard 050

Implementing Standard 072

6.1.2. Details and Information Pamphlets have been published in the CAA website.

6.1.3. An Applicant is required to make an application for issuance of Student Pilot Licence through the computerized licensing system in www.caa.lk.

6.2 Requirements for issuance of Flight crew licence for Private Pilot Licence (Aeroplane, Airship, Helicopter and powered-lift categories)

6.2.1. Requirements for issuance of Private Pilot Licence have been published in the following Implementing Standards.

Implementing Standard 050

Implementing Standard 072

6.2.2. Details and Information Pamphlets have been published in the CAA website.

6.2.3. An applicant is required to make an application for issuance of Private Pilot Licence through the computerized licensing system in www.caa.lk.

6.3 Requirements for issuance of Flight crew licence for Commercial Pilot Licence (Aeroplane, Airship, Helicopter and powered-lift categories)

6.3.1. Requirements for issuance of Commercial Pilot Licence have been published in the following Implementing Standards.

Implementing Standard 050

Implementing Standard 072

6.3.2. Details and Information Pamphlets have been published in the CAA website.

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- 6.3.3.** An applicant is required to make an application for issuance of Commercial Pilot Licence through the computerized licensing system in www.caa.lk.

6.4 Requirements for issuance of Flight crew licence for Airline Transport Pilot Licence (Aeroplane, Helicopter and powered-lift categories)

- 6.4.1.** Requirements for issuance of Airline Transport Pilot Licence have been published in the following Implementing Standards.

Implementing Standard 050

Implementing Standard 072

- 6.4.2.** Details and Information Pamphlets have been published in the CAA website.

- 6.4.3.** An applicant is required to make an application for issuance of Airline Transport Pilot Licence through the computerized licensing system in www.caa.lk.

6.5 Requirements for issuance of Instrument Rating (Aeroplane, Airship, Helicopter and powered-lift categories)

- 6.5.1.** Requirements for issuance of Instrument Rating have been published in the following Implementing Standards.

Implementing Standard 050

Implementing Standard 072

- 6.5.2.** Details and Information Pamphlets have been published in the CAA website

- 6.5.3.** An applicant is required to make an application for issuance of Instrument Rating through the computerized licensing system in www.caa.lk

6.6 Requirements for issuance of Instructor Rating (Aeroplane, Airship, Helicopter and powered-lift categories)

- 6.6.1.** Requirements for issuance of Flight Instructor Rating have been published in the following Implementing Standards.

Implementing Standard 050

Implementing Standard 072

- 6.6.2.** Details and Information Pamphlets have been published in the CAA website.

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- 6.6.3.** An applicant is required to make an application for issuance of Flight Instructor Rating through the computerized licensing system in www.caa.lk

6.7 Requirements for issuance of Multi Crew Pilot Licence

- 6.7.1.** Requirements for issuance of Multi Crew Pilot Licence have been published in the following Implementing Standards.

Implementing Standard 050

Implementing Standard 072

- 6.7.2.** Details and Information Pamphlets have been published in the CAA website.
- 6.7.3.** An applicant is required to make an application for issuance of Multi Crew Pilot Licence through the computerized licensing system in www.caa.lk

6.8 Requirements for issuance of Glider Pilot Licence

- 6.8.1.** Requirements for issuance of Glider Pilot Licence have been published in the following Implementing Standards.

Implementing Standard 050

Implementing Standard 072

- 6.8.2.** Details and Information Pamphlets have been published in the CAA website.
- 6.8.3.** An applicant is required to make an application for issuance of Glider Pilot Licence through the computerized licensing system in www.caa.lk

6.9 Requirements for issuance of Balloon Pilot Licence

- 6.9.1.** Requirements for issuance of Balloon Pilot Licence have been published in the following Implementing Standards.

Implementing Standard 050

Implementing Standard 072

- 6.9.2.** Details and Information Pamphlets have been published in the CAA website.
- 6.9.3.** You are required to make an application for issuance of Balloon Pilot Licence through the computerized licensing system in www.caa.lk

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6.10 Requirements for issuance of Flight Navigator Licence

6.10.1. Requirements for issuance of Flight Navigator Licence have been published in the following Implementing Standards.

Implementing Standard 050

Implementing Standard 043

6.10.2. Information Pamphlets have been published in the CAA website.

6.10.3. You are required to make an application for issuance of Flight Navigator Licence through the computerized licensing system in www.caa.lk.

6.11 Requirements for issuance of Flight Engineer Licence

6.11.1. Requirements for issuance of Flight Engineer Licence have been published in the following Implementing Standards.

Implementing Standard 050

Implementing Standard 043

6.11.2. Information Pamphlets have been published in the CAA website.

6.11.3 You are required to make an application for issuance of Flight Engineer Licence through the computerized licensing system in www.caa.lk.

6.12 Requirements for issuance of Aircraft maintenance (technician/ Engineer/ mechanic) Licence.

6.12.1 Requirements for issuance of Aircraft maintenance (technician/ Engineer/ mechanic) Licence have been published in the following Implementing Standards.

Implementing Standard 050

Implementing Standard 066

6.12.2 Information Pamphlets have been published in the CAA website.

6.12.3. You are required to make an application for issuance of Aircraft maintenance (technician/ Engineer/mechanic) Licence through the computerized licensing system in www.caa.lk.

6.13 Requirements for issuance of Student air traffic controller licence

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6.13.1. Requirements for issuance of Student air traffic controller Licence have been published in the following Implementing Standards.

Implementing Standard 050

Implementing Standard 055

6.13.2 Information Pamphlets have been published in the CAA website.

6.13.3. You are required to make an application for issuance of Student air traffic controller Licence through the computerized licensing system in www.caa.lk.

6.14 Requirements for issuance of Air Traffic Controller licence

6.14.1. Requirements for issuance of Air traffic controller Licence have been published in the following Implementing Standards.

Implementing Standard 050

Implementing Standard 055

6.14.2. Information Pamphlets have been published in the CAA website.

6.14.3. You are required to make an application for issuance of Air traffic controller Licence through the computerized licensing system in www.caa.lk.

6.15 Requirements for issuance of Air Traffic Controller Ratings

6.15.1 Requirements for issuance of Air traffic controller Rating have been published in the following Implementing Standards.

Implementing Standard 050

Implementing Standard 055

6.15.2. Information Pamphlets have been published in the CAA website.

6.15.3. You are required to make an application for issuance of Air traffic controller Rating through the computerized licensing system in www.caa.lk.

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6.16 Requirements for issuance of Flight Operations Officer licence

6.16.1.Requirements for issuance of Flight Operations Officer Licence have been published in the following Implementing Standards.

Implementing Standard 050

Implementing Standard 049

6.16.2.Information Pamphlets have been published in the CAA website.

6.16.3.You are required to make an application for issuance of Flight Operations Officer Licence through the computerized licensing system in www.caa.lk.

6.17. Requirements for issuance of class and type ratings

6.17.1.Requirements for issuance of class and type ratings on flight crew licensing have been published in the following Implementing Standards.

Implementing Standard 050

Implementing Standard 072

6.17.2.You are required to make an application for issuance of class and type ratings on after completion of the approved training program. You need to complete an application through the computerized licensing system in www.caa.lk

Training program requirements have been specified in IS 072



CHAPTER 7 - PROCEDURE FOR ENGLISH LANGUAGE PROFICIENCY CHECK

7.1. Introduction

A personnel who seek issuance of Aeroplane, airship, helicopter and powered -lift pilots, air traffic controllers and aeronautical station operators and flight navigators who are required to use the radio telephone aboard an aircraft are required to be evaluated for their English Language Proficiency level for Radio Telephony Communication in order to comply with the standard as per Para 1.2.9 of the ICAO Annex 01 and the requirements published in terms of Para 1.2.9 of IS 050 and IS 092.

All the licence holders should be evaluated to determine the level of their English Language Proficiency. The issuance of licence is subject to demonstration of level 4 or above.

a) Evaluation levels as per the ICAO Annex 01

ICAO has introduced 06 levels.

1. Level 01 - Pre-elementary level
2. Level 02 - Elementary level
3. Level 03 - Pre-operational level
4. Level 04 - Operational level
5. Level 05 - Extended level
6. Level 06 - Expert level

b) Evaluation intervals (As per ICAO Annex 01)

Every licence holder mentioned above shall attain at least level 04 (Operational level) in English Language Proficiency Check (ELPC) for Radio Telephony Communication to be eligible to exercise the privileges of licence, effective from the date of 05.03.2008.

The holders of above licences who demonstrate proficiency below the Expert Level (Level 6) shall be formally evaluated at intervals in accordance with an individual's demonstrated proficiency level.

1. Operational Level (Level 4) should be evaluated at least once every three years.
2. Extended Level (Level 5) should be evaluated at least once every six years.
3. Level 6 is expert level. No further evaluation on those who achieved this level.

As per IS 050, CAASL shall be evaluating all previous licence holders to determine their levels of proficiency in English Language for RT communication. The proposed system for evaluation will be functioned by the examination panel approved by DGCA.

Further details can be found in Implementing Standard 092 and SLCAP 3040

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CHAPTER 8 - DESIGNATED PERSONS / ORGANIZATIONS

8.1. General

The following persons and organizations are designated for specific job functions by the Director General of Civil Aviation (DGCA) and delegated with necessary legal authority, valid for a maximum period of two or three years appropriately.

a) Designated Civil Aviation Medical Examiners

Civil Aviation Medical Examiners are designated for the purpose of conducting civil aviation medical examinations on Flight crew, Air Traffic Controllers and Cabin Crew Members. Further details can be found in SLCAP 3020.

b) Outsourced Medical services

Hospitals, Medical practitioners, clinics and laboratories have been chosen and designated to conduct laboratory and other special medical tests and examinations for the issue of medical assessment reports. Further details can be found in SLCAP 3020.

c) Evaluators of Question Bank

Qualified persons in the industry designated for evaluation of Question Bank or setting and marking knowledge examination papers for issuance of pilot licences or flight dispatcher licences. Further details can be found in SLCAP 3040 and SLCAP 3080.

d) AML Examiners

Qualified personnel from the Airworthiness Section of the CAASL and or from the industry as designated Examiners to prepare and mark the examination papers of the Aircraft Maintenance Licence Knowledge Examinations and to conduct skill test / practical assessment for the grant of AML type rating. Further details can be found in SLCAP 3070 and SLCAP 3080.

e) Air Traffic Control Examiners

Air Traffic Control Examiners designated from Aerodrome and Navigation Services Section of CAASL and/ or Industry to conduct skill tests for the grant, renewal or revalidation of Air traffic Controller (ATC) Licences and ATC Ratings. Further details can be found in SLCAP 3060.

f) Flight Operations Officer / Dispatcher Examiners

DGCA shall appoint/designate Knowledge Examiners for the conduct of final examination for issue of FOO Licence and they are responsible for updating question Bank and conduct of skill tests as required by DGCA and setting question papers time to time when request by DGCA. Further details can be found in SLCAP 3100.

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g) Flight Crew Licence Examiners

The ANR and IS 072 provide provision for appointment of Flight Crew Licence Examiners by the Director General for the purpose of conducting Flight Tests for issue, revalidation, renewal of licences and ratings. Further details can be found in SLCAP 3050.

8.2. Method of Application

a) Designated Civil Aviation Medical Examiners

Application procedure for Civil Aviation Medical Examiners can be found in Medical Procedure Manual (CAA SLCAP 3020) issued by Personnel Licensing Section of CAA.

b) Flight Crew Licensing Examiners

Application procedure for Flight Test Examiners can be found in Flight Test Examiner Manual (SLCAP 3050).

c) AML Examiners

CAASL shall appoint AML Examiners as per the requirements of SLCAP 3080 and further information can be found in Flight Test Examiner Manual (SLCAP 3070).

d) ATC Examiners

CAASL shall appoint ATC Examiners as per the requirements of SLCAP 3080 and further information can be found in Flight Test Examiner Manual (SLCAP 3060).

e) FOO Examiners

CAASL shall appoint AML Examiners as per the requirements of SLCAP 3080 and further information can be found in Flight Test Examiner Manual (SLCAP 3100).

Any one or a combination of the following methods may be adopted to identify suitable persons for appointment.

- a) Calling for applications through newspaper advertisements.
- b) Applications forwarded by qualified individual applicants
- c) Nomination by an outside organization such as a Flying Training School, Airline, ATS Service Provider identified as a prospect by the Director General.

8.3. Method of Selection

Through an Initial formal interview held by the Director General or an Authorized Person or Persons who will verify the personal & career record of the person and also assess the suitability for appointment.

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8.4. Appointment

The appointment will be made by the Director General by a 'Letter of Authorization'. The letter shall set forth the privileges authorized and delegated and will be valid till the expiry date indicated in the Letter as per the applicable Civil Aviation (Licensing of Personnel and Training Institutions) Regulations No.01 of 2018, ANRs and ISs. When the authority is revalidated, renewed or additional privileges are added, a new Letter will be issued. A copy of the above Letters, signed by the appointees should be filed in CAA records. The new Letter will supersede all previous such Letters.

8.5. Briefing

Upon selection the prospective appointee will be provided with a copy of the relevant Designated Persons Manual. He/She will also be briefed by an Inspector on the licensing procedures applicable to his/her work, handling & maintenance of forms, records etc and any other technical aspects as necessitated by the Civil Aviation (Licensing of Personnel and Training Institutions) Regulations No.01 of 2018, ANRs and ISs. Furthermore the appointees will be given the necessary forms and other documents (e.g.: Check Forms etc) to perform his/her work. This process will be followed by handing over the appointment letter and seal.

8.6. Personal Files of Appointees and Monitoring

A separate file will be maintained in respect of each appointee which will contain all correspondence of the appointment including the application, the Letter of Appointment and the training.

The monthly returns of work performed should be furnished to the TOPL Section. For each task performed by him the original of the form/s filled by him should be hand delivered/ mailed to TOPL Section while retaining a copy with the appointee. These copies should be maintained for 5 years.

8.7. Revalidation / Renewal

The revalidation/ renewal may be made upon applying in writing, and will be subject to meeting the Requirements set forth in Manuals, ISs and satisfactory performance during the previous appointment.

8.8. Cancellation of Appointment or Denial of Renewal

When there is a history of poor performance as a Designated Person, such appointment may be cancelled or renewal may be denied.

a) The following are grounds for cancellation of an appointment or denial of renewal:

- 1) Issue of Check Reports when Standards and requirements have not been met.
- 2) Repeated submission of incomplete documentation.
- 3) Failure to submit documentation within five days of the check.

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- 4) Failure to forward monthly returns and failure to maintain records for 5 years.
- b) Prior to cancellation or denial of renewal, the personal file of the Designated Person should include:
 - 1) the discrepancies, which have been noted
 - 2) Evidence that he/she has been notified of the errors.
 - 3) A copy of the Register Posted letter to him stating that his performance was unsatisfactory and that if the performance did not improve, it would be necessary to cancel the appointment.
- c) Additional grounds for cancellation or denial are acts relating to dishonesty such as fraudulent or changing of documents.

Upon cancellation or denial of renewal, unused forms should be returned to the TOPL Section and an acknowledgement to receipt shall be sent by the TOPL Section.

In the case of above a) 1) and 2) and c), fresh checks or corrective action as set forth in the corresponding IRPs should be obtained.

More details and the procedure has been specified in relevant ISs, Manuals and SLCAP 0005, Enforcement Procedures Manual.



CHAPTER 9 - PROCEDURE FOR ISSUANCE OF FLIGHT CREW LICENCES ON MILITARY EXPERIENCE

9.1 Introduction

As recognition of extensive training and vast experience gained by the pilots of Sri Lanka Air Force (SLAF), exceeding the minimum requirements specified for a civil pilot licence, the IS 069 stipulates requirements applicable to SLAF pilots for the issuance of a civil pilot licence, from the requirements stipulated in Implementing Standard 072 on Requirements for Flight Crew Licensing

9.2 Recognition of Military Flying Experience

9.2.1 Following pilot licences & categories of licences will be considered under this provision.

- (i) Private Pilot Licence (PPL) - Aeroplane/Helicopter
- (ii) Commercial Pilot Licence (CPL) - Aeroplane / Helicopter
- (iii) Airline Transport Pilot Licence (ATPL) - Aeroplane / Helicopter
- (iv) Instrument Rating

9.2.2 Provision is made available under this paragraph for the issuance of pilot licences stated in above paragraph 9.2.1 for the applicants of SLAF who are trained in Flying Training Wings of SLAF. In this instance the total flying experience required is more than in the case of total flying experience applicable for approved civil flying training courses.

9.3 Requirements

The requirements in IS 72 and/ or IS 69 shall be satisfied by an applicant of SLAF for the issuance of a pilot licence as appropriate.

9.4 Procedure

The applicant shall submit the application through the CAASL licensing system. More updated details can be found in CAASL's official website www.caa.lk regarding the submission of applications. Further to the application, the relevant documents shall be submitted to the TOPL section for evaluation.

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Required Documents

- a) Recommendation letter from the Commander SLAF or on his/her behalf, a designated officer with the recommendation to issue the appropriate civil pilot licence.
- b) Course completion letter signed by Commander SLAF
- c) Original logbook with certified copies
- d) Flying hours breakdown signed by Commander SLAF / Director Operations Department
- e) Instrument Rating certificates
- f) VIP / VVIP Rating certificates

9.4 Language proficiency

SLAF Applicant for pilot licence shall demonstrate the ability to speak and understand the language used for radiotelephony communication to the level specified in the language proficiency requirements as per IS 072

All applicants considered under the provisions of this SLCAP shall follow the normal administrative procedure of CAASL applicable for the issuance of a pilot licence including payment of the applicable fee.



CHAPTER 10 - PILOT LICENCES & RATINGS ISSUED ON THE BASIS OF FOREIGN LICENCES (CONVERSIONS)

The Requirements and Procedures to convert a Foreign Flight Crew Licence and Ratings into a Sri Lankan Flight Crew Licence and Ratings

10.1 General Provisions

10.1.1. Applicability

This chapter is applicable to render valid and/or to convert the following category of Flight Crew Licences and Ratings.

1) Licences

- a. Private Pilot - aeroplane, airship, helicopter & powered lift.
- b. Commercial Pilot - aeroplane, airship, helicopter & powered lift.
- c. Airline Transport - aeroplane , helicopter & powered lift
- d. Glider Pilot
- e. Free Balloon Pilot
- f . Flight Engineer
- g. Flight Navigator

2) Ratings

- a. Aircraft class/type rating
- b. Instrument rating
- c. Instructor rating

10.1.2. Compliance with ICAO Annex I SARPS

DGCA Sri Lanka shall render valid a Flight Crew Licence & Ratings issued by a Contracting State, if such licence has been issued in compliance atleast with the minimum SARPs of ICAO Annex 1 to Chicago Convention.

10.1.3. Compliance with ISs issued by DGCA Sri Lanka

DGCA Sri Lanka shall convert a Flight Crew Licence and Ratings issued by a Contracting State in compliance with the requirements specified in IS 008

10.1.4. Purposes to render valid /convert a Foreign FCL & Ratings

- 1) A foreign Flight Crew licence shall be rendered valid or shall be converted into a Sri Lankan Licence for any of the purposes listed below:
 - a. for private flying
 - b. for Commercial and non-Commercial Air Transportations

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- c. for conduct of flying training and checking
 - d. to receive flying training for grant of ratings
 - e. to undergo flight test
 - f. to ferry an aircraft for registration in Sri Lanka from a foreign country
 - g. for any other purpose, if in the opinion of the DGCA, that the validation or conversion is in the interest of public and not likely to jeopardize aviation safety.
- 2) Limitation:
- Rendering valid a foreign flight crew licence and/or converting a foreign Flight Crew licence for an applicant other than a Sri Lankan national for the purpose of employment shall be on condition, that no Sri Lankan citizen with suitable qualification is available for the employment (ANR 208), a foreign flight crew licence shall be rendered valid but be not converted into a Sri Lankan flight crew licence, if the purpose of operation is less than six (06) months.

10.2 Procedure

10.2.1. DGCA Sri Lanka shall convert a foreign Flight Crew Licence into a Sri Lankan Flight Crew Licence for the following Air Transport Operations.

- a) Private Operations
- b) Charter Operations
- c) Aerial Work Operations
- d) Regular Public Transport Operations

10.2.2. An applicant seeking conversion of a foreign Flight Crew Licence shall be required to satisfy the related requirements specified by DGCA Sri Lanka in IS 008, IS 050, IS 072 and IS 043.

10.2.3. DGCA Sri Lanka shall confirm the validity of the foreign Flight Crew Licence before the issuance of a Sri Lankan Flight Crew Licence.

10.2.4. Ratings shall be issued to an applicant for conversion on Sri Lankan registered aircraft of type/types.

10.2.5. Requirements and Procedures to convert a foreign Flight Crew Licence.

10.2.5.1. Application

An applicant seeking conversion on a foreign Flight Crew Licence shall submit the duly filled online application through the CAASL Licensing system. Further updated details can be found in CAASL official website (www.caa.lk).

10.2.5.2. Supportive Documents

The original and a copy of each of the following documents shall be submitted together with the application

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- a) Foreign licence which is currently valid for the privileges sought under the laws of the state issued the licence
- b) Valid Civil Aviation Medical Certificate issued under the laws of the state issued
- c) Duly certified log book
- d) Completed personal particulars form to obtain local security clearance
- e) Foreign security clearance
- f) Type Rating Course details and course completion certificates.
- g) In case of foreign nationals, letter of confirmation on employment.
- h) In case of trainee foreign nationals recommendation of the training organization.

10.2.5.2.1. Security Clearance – Foreign Nationals

A certificate of Security Clearance from foreign country shall be submitted

10.2.5.3. Proficiency in the English Language and Evaluation for English Language Proficiency

The applicant shall have been rated for English Language Proficiency, on his foreign licence and the Rating in the foreign licence may be transferred to Sri Lankan licence if the rating has been issued by a Native English speaking state. If DGCA Sri Lanka considers necessary, an evaluation shall be conducted to ensure the level, with regard to an applicant.

10.2.5.4. Medical Examination

The applicant shall pass the appropriate class of medical examination as required by IS 036 conducted by an approved medical examiner of DGCA Sri Lanka. Procedure can be found in SLCAP 3020 and CAASL official website (www.caa.lk).

10.2.5.5. Knowledge Tests

- i. An applicant seeking conversion of a PPL(A/H) shall pass knowledge test as specified in IS 008.
- ii. An applicant seeking conversion of a CPL(A/H) or CPL/IR (A/H) shall pass knowledge tests appropriately as specified in IS 008.
- iii. An applicant seeking conversion of a ATPL(A/H) shall pass knowledge tests as specified in IS 008.
- iv. An applicant seeking conversion of a
 - a. Glider Pilot Licence or
 - b. Glider Pilot Licence or
 - c. Flight Engineer Licence or
 - d. Flight Navigator Licence shall pass the knowledge test on Air Law and Operational Procedure

The procedure for examinations can be found in SLCAP 3040, 3080 and CAASL official website (www.caa.lk).

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10.2.5.6. Training and Checking

An applicant seeking conversion for private operations / non Commercial operations shall undergo pre-flight test training as required by DGCA Sri Lanka at an ATO.

10.2.5.6.1 Pre-Flight Test Training

An applicant seeking conversion on types certificated for single pilot operations shall undergo pre-flight test training in a flying training organization approved by DGCA Sri Lanka, if applicable.

10.2.5.6.2 Skill Test

An applicant seeking conversion for private operations or non-Commercial Air Transport Operations shall pass a Flight Test conducted by a Flight Examiner appointed by DGCA Sri Lanka for the purpose as per IS 72.

10.2.5.6.3 Training and Checking for Commercial Air Transport Operations

An applicant who seeks conversion of his/her foreign pilot licence for the purpose of Commercial Air Transport Operations shall have completed the following training requirements in a local or foreign training and checking organization approved for the purpose by DGCA, Sri Lanka. The training and checking programmes on a type of aircraft shall have been incorporated in the FOM and training Manual of the Operator and approved by DGCA Sri Lanka,

- i. Company Indoctrination Programme
- ii. Ground School Technical Training Programme
- iii. Simulator Training Programme
- iv. Zero Flight Training conducted at a Level D Simulator approved by the DGCA, if applicable
- v. Simulator Base Training, if applicable
- vi. Base Check on aircraft, if applicable
- vii. Ground School tests
- viii. Any other test deemed necessary by DGCA
- ix. Route Training and Final Route Check

At the completion of the training and checking programme, copies of all pertinent records of the entire programme and results of the theory / practical tests certified by the Training Department of the operator shall be submitted to the DGCA for further licensing action. The original records of entire training programme and results of the knowledge/practical tests shall be maintained in the training file of the individual crew member. The tests conducted by the DGCA are specified in IS 072.

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10.2.5.6.4. The DGCA shall conduct the following tests in respect of training offered to a new recruit by an Operator through his own Training and Checking Organization.

- I. A test in Radiotelephony Communication Procedures in the English language.
- II. Simulator evaluation at the end of the Simulator Training phase or the Practical Flying Test at the end of the training phase in the actual aircraft, whichever is applicable, conducted by a Designated Check Pilot or Flying Test Examiner or Flight Operations Inspector appointed by the DGCA.
- III. Any other knowledge or skill test deemed necessary by the DGCA, when evaluated the level of the standard used in country of origin of licence.

10.2.5.6.5 Training by an Outside Training & Checking Organization Contracted by the Operator

In the event that an Operator has no Training and Checking Organization of his own in place or no training and checking programmes are available for a particular type of aircraft, for example, an uncommon aircraft acquired a new or acquired for a brief period etc., training and checking programmes may be contracted out to a suitable Organization, either local or foreign, with the approval of the DGCA in order to provide the necessary training and checking programmes to ensure the competencies of flight crews. In such instances, the approved Training Manual of the Operator shall contain the details of the entire training and checking programme. The training and checking shall be conducted at the outside Organization identified generally as the Nominated Training School, in strict compliance with such approved training programmes. Such training and checking programmes shall consist of the following items as applicable.

- i. Ground School Technical Training Programme conducted at the Nominated Training School.
- ii. Simulator Training Programme or the Flying Training Programme in the actual aircraft, whichever is applicable, conducted at the Nominated Training School Zero Flight Training conducted at a Level D Simulator approved by the DGCA, if applicable
- iii. Pilot Proficiency Simulator Evaluation or the Practical Flying Test in the actual aircraft, whichever is applicable, and Instrument Rating check conducted at the Nominated Training School by an Examiner acceptable to the DGCA
- iv. Ground School tests
- v. Simulator Base Training, if applicable
- vi. Base Training in the aircraft, if applicable, which shall be conducted in the actual aircraft of the Operator based on SOPs of the Operator

The Company Indoctrination programme may be conducted at the Operator's own training facility by instructors approved by the DGCA when the applicant arrives in Sri Lanka. At the completion of the training and checking programme, copies of all

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pertinent records of the entire programme and results of the theory/practical tests certified by the Training Department of the Operator or the Nominated Training School as applicable, shall be submitted to the DGCA for further licensing action. The original records of the entire training programme and results of the knowledge/practical tests shall be maintained in the training file of the individual crewmember. The tests conducted by the DGCA are specified in IS 008

10.2.5.6.6. The DGCA may conduct the following tests in respect of a flight crewmember recruited by an Operator who has followed an approved training and checking programme conducted by Training and Checking Organization contracted by the Operator.

- i. A test in Radiotelephony Communication Procedures in the English language.
- ii. An evaluation on the competency of the applicant in the Flight Operations Procedures of the new Operator.
- iii. Flying test in the aircraft for which the privileges are sought.
- iv. Any other knowledge or skill test deemed necessary by the DGCA, when evaluated the level of standard used in country of origin of licence

10.2.5.7. Fee

Fees in respect of all chargeable activities shall be in terms of the Gazette Extraordinary of the Government of Sri Lanka, Number 1869/32 dated 01.08.2014, as amended from time to time and fees introduced for additional activities in future. A current Fee Table is available for reference at the TOPL Division.

The chargeable activities are generally

- i. Evaluation of application
- ii. Medical Examination
- iii. Air Law Examination
- iv. Any other exam as required
- v. English Language Proficiency Check
- vi. Issuance of Licence

Requirements have been published in Implementing Standard 008.



CHAPTER 11 - VALIDATION OF FOREIGN PILOT LICENCES

Requirements and Procedures to render valid a Foreign Flight Crew Licence and Ratings

11.1 General Provisions

11.1.1. Applicability

This chapter explains the procedure to render valid a foreign licence of the following category of Flight Crew Licences and Ratings.

I. Licences

- a. Private Pilot - aeroplane, airship, helicopter & powered lift.
- b. Commercial Pilot - aeroplane, airship, helicopter & powered lift.
- c. Airline Transport - aeroplane, helicopter & powered lift
- d. Glider Pilot
- e. Free Balloon Pilot
- f. Flight Engineer
- g. Flight Navigator

II. Ratings

- a. Aircraft type rating
- b. Instrument rating
- c. Instructor rating

11.1.2. Compliance with ICAO Annex I SARPS

DGCA Sri Lanka shall render valid a Flight Crew Licence & Ratings issued by a Contracting State, if such licence has been issued in compliance atleast with the minimum SARPs of ICAO Annex 1 to Chicago Convention.

11.1.3. Compliance with ISs issued by DGCA Sri Lanka

DGCA Sri Lanka shall render valid a Flight Crew Licence and Ratings issued by a Contracting State in compliance with the requirements specified in IS 050 and IS 072 and in part of IS 008

11.1.4. Purposes to render valid a Foreign FCL & Ratings

- I. A foreign Flight Crew licence shall be rendered valid or shall be converted into a Sri Lankan Licence for any of the purposes listed below:
 - a) for private flying
 - b) for Commercial and non-Commercial Air Transportations
 - c) for conduct of flying training and checking
 - d) to receive flying training to undergo flight test

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- e) to ferry an aircraft for registration in Sri Lanka from a foreign country
- f) for any other purpose, if in the opinion of the DGCA, that the validation or conversion is in the interest of public and not likely to jeopardize aviation safety.

II. Limitation :

Rendering a foreign flight crew licence and/or converting a foreign Flight Crew licence for an applicant other than a Sri Lankan nationality for the purpose of employment shall be on condition, that no Sri Lankan citizen with suitable qualification is available for the employment (ANR 208)

11.2 Procedure

11.2.1. Method of rendering a foreign licence and ratings valid

DGCA Sri Lanka shall render valid a foreign Flight Crew Licence and ratings issued by another foreign state by -

- a) Issuing a suitable authorization which is referred to as foreign licence validation certificate (FLVC) to be carried with the relevant foreign licence and ratings.
- b) specifying the acceptable privileges of the foreign licence & ratings on the FLVC.
- c) granting validity not beyond the validity of the foreign licence
- d) specifying the condition that the FLVC ceases to be valid if the licence upon which it was issued is suspended or cancelled.

Procedure can be found in CAASL official website (www.caa.lk).

11.2.2. Conditions to be satisfied for issuance of FLVC

Issue of the FLVC shall take place subject to the following

- a) The DGCA is satisfied that there are no suitable qualified nationals of Sri Lanka for appointment by the Operator for the intended purpose/s.
- b) The Operator has adequate future plans to train and employ nationals of Sri Lanka to occupy the respective positions of the foreign nationals.
- c) The foreign licence shall have been issued in compliance with the minimum Standards specified in ICAO Annex 1.
- d) Issuing Authority of the foreign licence shall have verified and confirms the details and the validity of the foreign licence.
- e) Foreign Security Agencies shall have verified the security clearance of the applicant (if applicable)
- f) National Security Agency in Sri Lanka has cleared the applicant.
- g) The training conducted is in order with the approved Training Manual of the Operator
- h) The applicant passes the tests conducted by the DGCA.
- i) Required fee for issue of a FLVC has been paid.

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11.2.3. Validity Period

The following shall determine the date of expiry of the FLVC.

- a) The date of expiry of the foreign licence.
- b) In the case of a non-expiry type of a licence, the date of expiry of the medical certificate or the next due date of the pilot proficiency check/instrument rating check etc.
- c) The date of expiry of the Sri Lanka medical certificate.
- d) In any case, a maximum of 6 months since the date of issue of the FLVC.
- e) Such other period as decided by the DGCA.

11.2.4. Conditions to exercise the privileges

The privileges of the FLVC shall be as specified in the Certificate.

In the course of the validity period of the FLVC, the privileges so granted shall not be exercised unless the;

- I. Holder maintains the validity of the foreign licence by satisfying the requirements of the foreign Licensing Authority; and
- II. Holder satisfies the recurrent and/or additional training and checking requirements of the Operator as specified in the approved flight Operations Manual and/or Training Manual, including the bi-annual pilot Proficiency Checks and annual Instrument Rating check; and
- III. Holder meets the applicable recent experience requirements as set out in the Flight Operations Manual of the Operator; and
- IV. Foreign licence is not suspended or cancelled; and
- V. Holder is in possession of a current medical assessment appropriate to the Licence, issued by the foreign Licensing Authority.

11.2.5. Conditions of Validity of a “Foreign Licence Validation Certificate” (FLVC)

- a) A FLVC shall become invalid no sooner the holder terminates employment contract with the Operator on whose behalf the FLVC had been issued.
- b) The holder shall maintain operational competency at all times in compliance with the Flight Operations Manual and the Training Manual of the Operator.
- c) The holder shall exercise the privileges granted, strictly in compliance of the ANRs, as amended from time to time and Requirements and Procedures published by the DGCA.
- d) An applicant who has previously been denied of a FLVC by the DGCA based on

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medical grounds, he/she shall not be reconsidered unless the applicant passes a medical examination conducted by the DGCA. The applicant shall in any event be in possession of a medical certificate issued by the foreign Licensing Authority.

- e) An applicant who has previously been denied of a FLVC by the DGCA or whose FLVC has been suspended/cancelled for violating Section 98 of the Air Navigation Regulations of Sri Lanka 1955, shall be disqualified for any future licensing privileges.
- f) In order to qualify for a FLVC, an applicant shall successfully complete the theoretical and/or practical tests conducted by the DGCA in not more than two attempts.
- g) Temporary foreign licences shall not be considered for validation action.
- h) When exercising the privileges of a FLVC, the holder shall, at all times, be in possession of the foreign licence, medical certificate issued by the foreign Licensing Authority and the FLVC issued by the DGCA in addition to any other document he/she is required to carry in terms of the Air Navigation Regulations of Sri Lanka 1955.
- i) In respect of a foreign licence, which does not carry a photograph of the holder, an applicant for a FLVC shall produce proof of his/her identity by means of valid personnel identification document, which carry the photograph such as a passport issued by a competent authority.
- j) The DGCA shall exercise the right to depart from the provisions of IS 008 in special cases, without compromising safety.

11.2.6. Verifications of foreign licence and ratings

DGCA shall confirm the validity of the foreign licence & ratings submitted by the applicant from the CAA of the foreign State concerned. In case of validations for use in commercial air transport operations confirmation of validity of the foreign licence shall be before issuing the authorization.

11.2.7. Administrative Assessments/Verifications

The following administrative assessment/verifications will be carried out

- a) Scrutiny of the documents submitted
- b) Verification of the foreign security clearance certificate as and when required.
- c) Obtaining security clearances from the appropriate local National Security Agency
- d) Verification of the validity of the foreign licence held by the applicant
- e) Assessment of the Personnel Licensing Standards of the State, which issued the foreign licence held by the applicant.
- f) Any other verification deemed necessary by the DGCA.

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11.2.8. Requirements and Procedures for Private Operations

An applicant seeking issuance of a Foreign Licence Validation Certificate (FLVC) on the strength of his foreign Flight Crew Licence for private operations shall complete the following requirements.

11.2.8.1. Application

An applicant for a Foreign Licence Validation Certificate (FLVC) shall submit the duly filled & signed application form CAA/PL/I/06 provided at IS 008.

11.2.8.2. Supportive Documents

The original and a copy of each of the following documents shall be submitted together with the application.

- i. Foreign licence which is currently valid for the privileges sought under the laws of the state, issued the licence.
- ii. Valid Civil Aviation Medical Certificate issued under the laws of the state, issued the licence.
- iii. Duly certified log book.
- iv. Security Clearance issued by the appropriate authority in Sri Lanka.(In order to get a Security Clearance the applicant should fill the form “Personal Particulars” and submit it to DGCA Sri Lanka to call for a report from the Ministry of Defence, Sri Lanka. Applicable form is available at www.caa.lk)

In case of a foreign national, a certificate of Security Clearance in addition shall be submitted from the authorized agency of the country of his nationality or residence as applicable.

- v. Copy of passport
- vi. Certified English translation of documents.

Note : Please see IS 008 for guidance with regard to submission of documents

11.2.8.3. Fees

Fees in respect of all chargeable activities shall be in terms of the Gazette Extraordinary of the Government of Sri Lanka, Number 1869/32 dated 01.08.2014 as amended from time to time and fees introduced for additional activities in future. A current fee Table is available for reference at the TOPL section and CAASL official website (www.caa.lk).

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11.4. Requirements for Operations other than Private Operations

Air Transport Operations excluding Private Operations means either one or any combination of the following

- a) Aerial Work Operations
- b) Charter Operations
- c) Regular Public Transport Operations

An applicant seeking issuance of a Foreign Licence Validation Certificate (FLVC) on the strength of his foreign Flight Crew Licence for operations other than private operations shall complete the following requirements.

11.4.1. Application

The Licence holder shall fill and sign the application form CAA/PL/I/06 provided at IS 008. Once the licence holder filled and signed the applications form No. CAA/PL/I/06 (& if applicable), the operator who intends employing the foreign flight crew shall fill and the sign applicable section of the same form, and forward it to DGCA together with recommendations (on the form itself) Photocopies of the application without the original signature of the applicant and the operator will not be accepted.

11.4.1.1 Application Procedure

- i. An application for FLVC shall be submitted to the DGCA in the application provided in IS 008. This application form may be reproduced and used. Application forms are also available at the TOPL Section, and the CAA website www.caa.lk.
- ii. The documents as required therein shall be submitted in original form along with photocopies as stated. A receipt will be issued once the TOPL Section retains original documents for scrutiny until such time the applicant or his authorized representative personally collects them after surrendering the receipt issued. When the documents submitted by the applicant are in a language other than English, Sinhala or Tamil languages, an English translation of each document, translated and certified, as an accurate translation of the original document by a Translator approved by the DGCA shall be furnished.
- iii. In order to filter out applicants who do not satisfy the requirements for FLVC, the operator may submit the application filled accurately on behalf of the applicant prior to the selection of the applicant and/or prior to arrival of the applicant in Sri Lanka, along with the required processing fee as per IS 008. In this instance, the application would be accepted by the DGCA without the originals of the required documents, provided clear and readable photocopies are submitted. The DGCA does not take the responsibility in this case, for rejection of an application at a latter stage if it reveals that inaccurate information had been provided earlier. The progress in respect of the request for validation would be notified to the operator within 14 days from the date of

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receipt of the completed application. The operator/applicant would be notified of the final decision within 60 days, after verifying every detail of the application, specially the items at paragraph 2.7 of IS 008 Recruitment and/or provision of training prior to the final decision of the DGCA shall be at the discretion and risk of the operator.

- iv. Processing fee of a FLVC application would not be refunded in case of unsuitable applicants.
- v. An applicant cleared and approved by the DGCA as above may be provided with the relevant portion of the training outside Sri Lanka at the nominated training school, prior to the applicant's arrival in Sri Lanka, in cases where training is contracted to an overseas training facility. In this instance, the application form at IS 008 duly filled and signed by the applicant shall be submitted to the DGCA, on applicant's arrival in Sri Lanka along with the originals of the required documents, preferably, prior to him undertaking any local training. The Operator/individual applicant will be notified of the acceptance/rejection of the application within 10 days from the date of receipt of the application along with the originals of the required documents. At the receipt of this notification, the operator may consult the TOPL Section in order to schedule the tests conducted by the DGCA.
- vi. A similar procedure (making the application prior to the arrival of the applicant in Sri Lanka) may be adhered to also in the case where an operator who intends to provide necessary training at his own Training and Checking Organization in Sri Lanka or contract training to an outside Organization within Sri Lanka, in order to filter out applicants who do not satisfy the requirements for FLVC. Time frames as given above shall apply without any change.
- vii. In the event that the applicant arrives in Sri Lanka prior to making a prior application, the applicant may apply, on arrival in Sri Lanka, along with the required documents, preferably prior to him undertaking any local training. The progress in respect of the request for FLVC would be notified to the applicant within 14 days from the date of receipt of the completed application. The applicant would be notified of the final decision within 60 days, after verifying every detail of the application, specially the items at paragraph 2.7 of IS 008 Recruitment and/or provision of training prior to the final decision of the DGCA shall be at the discretion and risk of the operator. At the receipt of the notification of the final decision of the DGCA, the operator may consult the TOPL Section in order to schedule the tests conducted by the DGCA.
- viii. Once the DGCA notifies an applicant of his acceptance for validation, the Operator may conduct the necessary training according to the approved Training Manual of the Operator.
- ix. At the end of the Ground Training phase, copies of the training documents duly filled and signed by the Instructors/ Operator/ Nominated Training School as applicable, shall be submitted in order for the DGCA to conduct the licensing tests based on the previously agreed schedule.

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11.4.2. Supportive Documents

The following supportive documents shall be submitted with the application.

- a. Foreign licence currently valid for the privileges sought under the laws of the state issued the licence and a photocopy
- b. Valid Civil Aviation Medical Certificate issued under the laws of the state, Issued and valid at least for 06 months when submitting to DGCA
- c. Foreign Security Clearance Certificate/s as per para 11.4.2.1 below
- d. Duly filled personal particulars form to obtain a security clearance in Sri Lanka
- e. Initial training records / certificates of types / classes of a/c for which the application relates to and photocopies
- f. PPC reports in the past 12 months.
- g. Proof of Experience (Flying log book) and photocopies
- h. Letters from previous employers and photocopies
- i. Applicable Personnel Licensing Regulations and Standards of the State which issued the Foreign Licence and photocopies
- j. Copy of the passport/s
- k. Certified English language translations of above documents if the originals are not in the English language
- l. Re-activation training reports in case of Commercial Air Transport Operation

Note : Please see IS 008 for guidance with regard to submission of documents

11.4.2.1. Security Clearance Foreign nationals

A Sri Lankan citizen having permanent residency in Sri Lanka and residing abroad for a period exceeding six months - A Certificate of Security Clearance issued by the appropriate National Security Agency in the foreign country where the applicant has been or still is residing shall be submitted; or

- a. A Sri Lankan having dual citizenship, in Sri Lanka and a foreign country, A Certificate of Security Clearance issued by the appropriate National Security Agency of the foreign country where he is a dual citizen shall be submitted; or
- b. A foreign national - A Certificate of Security Clearance issued by the appropriate National Security Agency of the foreign country where he is a citizen shall be submitted; or
- c. A foreign national having permanent residency in one country and residing in another for a period exceeding six months – A Certificate of Security Clearance

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issued by the appropriate National Security Agencies of both countries shall be submitted; or

- d. A foreign national having dual citizenship – A Certificate of Security Clearance issued by the appropriate National Security Agencies of both countries shall be submitted; or
- e. A foreign national having dual citizenship and residing in a third country for a period exceeding six months – A Certificate of Security Clearance issued by the appropriate National Security Agencies of all three countries shall be submitted.

11.4.3. Air Law and Operational Procedures

The applicants for FLVC shall successfully complete the examination conducted by DGCA on Air Law and Operational Procedures.

11.4.4. Radio Telephony Practical Test and English Language Proficiency Evaluation

- I. DGCA conducts an evaluation in order to assess the English language proficiency of every flight crewmember prior to issue of a validation except as follows.
- II. An applicant who has level six (Expert Proficiency level) endorsement, e.g. native and very proficient non-native speakers in the English language with a dialect or accent intelligible to his/her working environment will be exempted from the formal evaluation.

11.5. Required Documents to re-issue the FLVC

A foreign licence validation may be renewed when the applicant provides the following:

- I. Duly filled application signed by the applicant and recommended by the Operator ; and
- II. The foreign licence currently valid under the laws of the state for the privileges sought
- III. The relevant medical certificate issued by the foreign country; and
- IV. Flying Logbook evidence to prove the recent experience; and
- V. Records of recurrent training and checking completed in accordance with the requirements set out in the Training Manual of the Operator. (Inclusive of bi-annual Pilot Proficiency checks and annual Instrument Rating Check)
- VI. A valid Medical Certificate appropriate to the licence held, issued by a Civil Aviation Medical Examiner designated by the DGCA, if the proposed stay is expected to exceed one month, and
- VII. Fee for processing of an application for FLVC
- VIII. Any other document is specified by the DGCA.

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11.6. Re-issue of a Foreign Licence Validation Certificate

Re-issue of a FLVC for same privileges (same type/s or class/s of aircraft endorsed on the previous FLVC) may take place in respect of an expired FLVC provided qualified Sri Lankan nationals are yet not available requiring continued employment of foreign crewmembers and / or the Operator has not yet been able to action his plans to train and employ nationals of Sri Lanka to occupy the respective positions held by the foreign nationals due to circumstances obviously beyond the control of the Operator. The reasons for the inability of the Operator to employ Sri Lankan nationals need to be acceptable to the DGCA.

11.6.1. Circumstances for re-issue of a FLVC would be;

- i. The flight crewmember remains employed with the same Operator but the Certificate is expired due to short lay off or submission of late application; or
- ii. The flight crewmember who has taken up an assignment with another Operator, foreign or local intends to return to the previous Operator, or
- iii. The flight crewmember has no recent flying experience due to him being away from flying activities and a previous Operator intends recruiting him/her; or
- iv. When the details shown in the FLVC are changed. This includes change of name of the holder, address of the holder or foreign licensing details as stated in the FLVC; or
- v. Any other circumstance acceptable to the DGCA.

11.7. Replacement of a FLVC

The DGCA may, on being satisfied that the original of a FLVC has been lost or destroyed, issue a copy thereof or a similar Certificate in replacement of the original.

11.8. Suspension, Cancellation & Amendment of a Foreign Licence Validation Certificate

The DGCA may suspend, cancel or amend a FLVC in terms of the provisions of the ANRs if the need for such action arises, as per SLCAP 5200, Enforcement Procedures Manual.



CHAPTER 12 - CONVERSION AND VALIDATION OF AIRCRAFT MAINTENANCE LICENCE & RATING

12.1. Conversion of foreign licence

CAASL does not convert foreign AML licences.

12.2. Validation of AML

12.2.1 Method of rendering a foreign licence and rating valid.

DGCA Sri Lanka shall render valid a Foreign Aircraft Maintenance Licence and ratings issued by another foreign state by -

- a. Issuing a suitable authorization which is referred to as foreign licence validation certificate (FLVC) to be carried with the relevant foreign licence and ratings.
- b. Specifying the acceptable privileges of the foreign licence & ratings on the FLVC.
- c. Granting validity not beyond the validity of the foreign licence
- d. Specifying the condition that the FLVC ceases to be valid if the licence upon which it was issued is suspended or cancelled.

12.2.2 Validation of Foreign Licences

DGCA shall issue a foreign Licence Validation Certificate on the strength of a foreign Aircraft Maintenance Licence if necessary.

Note: foreign Aircraft Maintenance Licence not be converted to a Srilankan Aircraft Maintenance Licence

12.2.3 Issue of a Foreign Validation Certificate (FLVC)

A foreign licence validation certificate shall be issued to an applicant who provides the following and when the DGCA Sri Lanka is satisfied that the conditions have been fulfilled:

- (i) A foreign licence valid under the laws of a Contracting State and valid for the privileges requested.
- (ii) The foreign licence shall have been issued in compliance with the minimum Standards specified in ICAO Annex 1.
- (iii) Issuing Authority of the foreign licence shall have verified and confirmed the details and the validity of the foreign licence.
- (iv) Confirmation from the Airline/Operator which employs the licence holder specifying the purpose for which the foreign licence is to be validated.

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- (v) An application from the licence holder on CAASL Form No CAA/PL/I/27 and supportive documents as per paragraph 12.3.9.
- (vi) Required fee for issue of a FLVC has been paid and Fees in respect of all chargeable activities shall be in terms of the Gazette Extraordinary of the Government of Sri Lanka, Number 1869/32 dated 01.08.2014 as amended from time to time and fees introduced for additional activities in future. A current fee table is available for reference at the TOPL section

12.3.4 Conditions for the issue of a Foreign Licence Validation Certificate

- a. The DGCA is satisfied that the foreign licence meets or exceeds the standards for the issue of a similar licence of the Civil Aviation Authority of Sri Lanka.
- b. The foreign licence should be appropriately endorsed and currently valid.
- c. The applicant should satisfactorily complete an examination on Aviation Legislation conducted by the DGCA.
- d. Foreign Licence Validation Certificate will be issued only when the assignment is of temporary nature.
- e. The Foreign Licence Validation Certificate will be issued on receipt of confirmation from the issuing Authority about the validity of the licence.

Note: The onus of providing any information required by the DGCA for such validation lies with the applicant.

12.3.5 Validity Period

The Foreign Licence Validation Certificate shall be issued for a period of six months from the date of issue but not beyond the period of validity of the foreign licence.

It shall clearly indicate that its validity will be dependent on the validity of the Foreign Licence. A shorter period may be granted.

12.3.6 Conditions to exercise the privileges

The privileges of the FLVC shall be as specified in the Certificate.

In the course of the validity period of the FLVC, the privileges so granted shall not be exercised unless the;

- a. holder maintains the validity of the foreign licence by satisfying the requirements of the foreign Licensing Authority; and
- b. holder satisfies the recurrent and/or additional training and checking requirements of the Operator as approved by the DGCA Sri Lanka,

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- c. holder meets the applicable recent experience requirements as set out by the DGCA Sri Lanka
- d. Foreign licence is not suspended or cancelled.

12.3.7 Conditions of Validity of a Foreign Licence Validation Certificate

- a. A FLVC shall become invalid no sooner the holder terminates employment contract with the Operator on whose behalf the FLVC had been issued.
- b. The holder shall exercise the privileges granted, strictly in compliance with the Air navigation Regulations, as amended from time to time and Requirements and Procedures published by the DGCA.
- c. An applicant who has previously been denied of a FLVC by the DGCA or whose FLVC has been suspended/cancelled for violating the Air Navigation Regulations of Sri Lanka, shall be disqualified for any future licensing privileges
- d. Temporary foreign licences shall not be considered for validation action.
- e. When exercising the privileges of a FLVC, the holder shall, at all times, be in possession of the foreign licence, issued by the foreign Licensing Authority and the FLVC issued by the DGCA Sri Lanka in addition to any other document he/she is required to carry in terms of the Air Navigation Regulations of Sri Lanka.
- f. In respect of a foreign licence, which does not carry a photograph of the holder, an applicant for a FLVC shall produce proof of his/her identity by means of valid personnel identification document, which carry the photograph such as a passport issued by a competent authority.

12.3.8 Verification of foreign licence and ratings

DGCA shall confirm the validity of the foreign licence & ratings submitted by the applicant from the CAA of the foreign State concerned before issuing the FLVC.

12.3.9 Supportive Documents

The following supportive documents shall be submitted with the application.

- a. Foreign licence currently valid for the privileges sought under the laws of the state issued the licence and a photocopy
- b. Initial training records/certificates of types of a/c for which the application relates to and photocopies
- c. Proof of Experience and photocopies
- d. Letters from previous employers and photocopies
- e. Applicable Personnel Licensing Regulations and Standards of the State which issued the Foreign Licence and photocopies if requested
- f. Copy of the passport/s
- g. Certified English language translations of above documents if the originals are not in the English language

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- h. A request letter from the airline which employs the licence holder specifying the purpose for which the foreign licence is to be validated
- i. Any other document as specified by the DGCA.

12.3.10 Suspension, Cancellation & Amendment of a Foreign Licence Validation Certificate

The DGCA may suspend, cancel or amend a FLVC in terms of the provisions of the Civil Aviation Act No 14 of 2010 if the need for such action arises.



CHAPTER 13 - CERTIFICATION & LICENSING OF APPROVED TRAINING ORGANIZATIONS

13.1. General

Legal requirements to be followed by

Section 69 of Civil Aviation Act No 14 of 2010

Civil Aviation (Licensing of Personnel and Training Institutions) Regulations No.1 of 2018

Implementing Standard 50

Implementing Standard 67

Implementing Standard 147

SLCAP 3060

SLCAP 3090

SLCAP 3100

ICAO Doc 9841

13.2. Application for initial Issue, Revalidation, Renewal of Approved Flying Training Organisation Licence

An application for issue of an Approved Training Organization licence/ certificate/ permit, or for the revalidation of such a licence/ certificate/ permit or for the renewal of such a licence/ certificate/ permit shall be made on a formal manner as specified by the DGCA in compliance with the above regulations.

Procedure for certification of ATO licence/ certificate/ permit has been specified in SLCAP 3090.

13.3. Application for initial Issue, Revalidation, Renewal of Approved ATC Training Organisation Licence

An application for issue of an Approved Training Organization licence/ certificate/ permit, or for the revalidation of such a licence/ certificate/ permit or for the renewal of such a licence/ certificate/ permit shall be made on a formal manner as specified by the DGCA in compliance with the above regulations.

Procedure for certification of ATO licence/ certificate/ permit has been specified in SLCAP 3060.

13.4. Application for initial Issue, Revalidation, Renewal of Approved Maintenance Training Organisation Licence

An application for issue of an Approved Training Organization licence/ certificate/ permit, or for the revalidation of such a licence/ certificate/ permit or for the renewal of such a licence/ certificate/ permit shall be made on a formal manner as specified by the DGCA in compliance with the above regulations.

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Procedure for certification of ATO licence/ certificate/ permit has been specified in IS 147.

13.5. Application for initial Issue, Revalidation, Renewal of Approved Flight Operations Officer Training Organisation Licence

An application for issue of an Approved Training Organization licence/ certificate/ permit, or for the revalidation of such a licence/ certificate/ permit or for the renewal of such a licence/ certificate/ permit shall be made on a formal manner as specified by the DGCA in compliance with the above regulations.

Procedure for certification of ATO licence/ certificate/ permit has been specified in SLCAP 3100.

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CHAPTER 14 - SUSPENSION OF LICENCES & RATINGS & REINSTATEMENT

14.1. Legal Provision

As per Section 67 of Civil Aviation Act No. 14 of 2010 and Civil Aviation (Licensing of Personnel and Training Institutions) Regulations No.01 of 2018, Every licence, rating, certificate of competency and permit shall be issued by the Director General on his behalf by any other person authorized by him and the Director General or such other person acting on his behalf shall have the power to amend, suspend or revoke any such licence, rating, certificate of competency or permit issued, may be prescribed under that section.

As per Section 100 of Civil Aviation Act No. 14 of 2010, any person who fails to comply with a written request made by the Authority or DGCA under the provisions of this Act or of any regulations or rules made thereunder or furnishes any information or return, shall be guilty of an offence and shall be liable to a fine not exceeding the equivalent in SLR of ten thousand SDR to imprisonment not exceeding two years or to both such fine and imprisonment.

As per Section 102(1) of Civil Aviation Act No. 14 of 2010, Every person who is engaged in the provision of aeronautical services or operating an aircraft shall be required to conform to the safety and security requirements currently applicable in relation to the provision of such aeronautical service or the operation of an aircraft, which shall be prescribed.

As per Section 102(2) of Civil Aviation Act No. 14 of 2010, Every person who is required to conform to the safety and security requirements prescribed under subsection 102(1) and fails to so conform, shall be liable to the payment of a penalty as prescribed, provided such penalty does not exceed a sum equivalent in Sri Lanka Rupees of ten thousand SDR.

As per Section 102(3) of Civil Aviation Act No. 14 of 2010, The Director General shall be responsible for the collection of all penalties imposed under this section and the monies so collected shall be credited to the Fund.

As per Section 102(4) of Civil Aviation Act No. 14 of 2010, The Director General shall at the time of imposing the penalty referred to in subsection 102(2), require in writing the person being penalized to take all measures necessary or appropriate in order to secure due compliance with the safety and security measures that were being violated by such person, within such period of time as shall be specified.

As per Section 102(5) of Civil Aviation Act No. 14 of 2010, Where a person who is required to take measures to secure due compliance with any safety and security measures within the period specified under subsection 102(4), fails or neglects to take such measures, the Authority or the Director General, as the case may be, shall suspend or revoke any licence issued to such person.

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As per Section 103 of Civil Aviation Act No. 14 of 2010, Any person who contravenes or fails to comply with any provision of this Act or any regulation or rule made thereunder; or fails to comply with any implementing standard, direction, directive, procedure or instruction issued under any provisions of this Act or any regulations or rules made thereunder; or obstructs or impedes any person in the exercise of his powers or duties under this Act or under any regulation, order, rule, standard or procedure, shall be guilty of an offence under this Act and on conviction be liable to a fine not exceeding the equivalent in Sri Lanka Rupees of twenty-five thousand SDR or to imprisonment for a term not exceeding two years or to both such fine and imprisonment.

As per section 109(1) of Civil Aviation Act No. 14 of 2010, Notwithstanding anything to the contrary contained in any provision of this Act, regulations or rules made thereunder or in the terms and conditions contained in any licence, certificate, permit, authorization or approval granted or issued under this Act, the Director General, in his capacity as the designated Government Agent in Sri Lanka responsible for national civil aviation security, shall have the power to cancel with immediate effect any such licence, certificate, permit, authorization or approval granted or issued, whether the same has been granted or issued by himself or the Authority, as the case may be, where he has sufficient reason to believe that the holder of such licence, certificate, permit, authorization or approval, as the case may be, poses a threat to the national security or to the national defence of Sri Lanka or where he was sufficient reason to suspect that the holder of such licence, certificate, permit, authorization or approval is likely to pose a threat to the national security or to the national defence of Sri Lanka.

14.2. Procedure

Aviation Enforcement Policy and Procedures Manual, SLCAP 0005 provides more details in regard to procedure to be followed, criteria for investigation and action to be taken by the Director and the Civil Aviation Inspectors. Further ANR 259 provides the more details on the procedure.

14.3. General Complaints regarding administration of TOPL Section

There is provision for all aviation community, or member of public , any citizen of Sri Lanka to make suggestions for the improvement of the system & or complaints regarding services provided to them or any other details of their dissatisfaction about the overall prevalence of the Training Organizations and Personnel Licensing section.

14.3.1. Procedure for complaints

For minor incidents complaints that require the attention of divisional head or maximum of attention of DGCA there exists a system established within the division to obtain feedback from the public elements through a complaint box made readily available in the public area of the division. This is flanked with a readymade form designed for the purpose making matters very easy encouraging all to do this providing a writing pen also attached to it.

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14.3.2. Processing of Complaints

The complaints made on readily available paper provided for the purpose are collected on monthly basis by designated clerk for the task entered in a register provided for the purpose & then distributed according to the address specified by the compliant.

The recipient is then made responsible to follow up action or to inform higher authorities & in any case to inform the party about the progress made so far. If this process is going to take more than five working days at least the acknowledgement has to be sent to the person concerned.

14.4. Reinstatement

14.4.1. Procedure of Reinstatement of Licence/ Rating

After reporting an incident, the DGCA shall nominate a panel to investigate/inquire into the incident & to decide & evaluate the extent of the punitive action that may require before the reinstating of the licence/rating. The decision made by the above panel i.e, suspension, withdrawal, amendment of licence/rating or monetary penalty shall be informed to DDGFSR or DTOPL.

If the decision made by the above panel requires action to reinstatement a licence completely, this decision, so endorsed by the DGCA himself would reach this office in the form of an order to be carried out by DDGFSR or DTOPL. Eventually this order may be carried out by him/her & would be informed the holder of licence accordingly.

14.5 Suspension or Cancellation of CAASL Aviation Document and Appealing Procedure

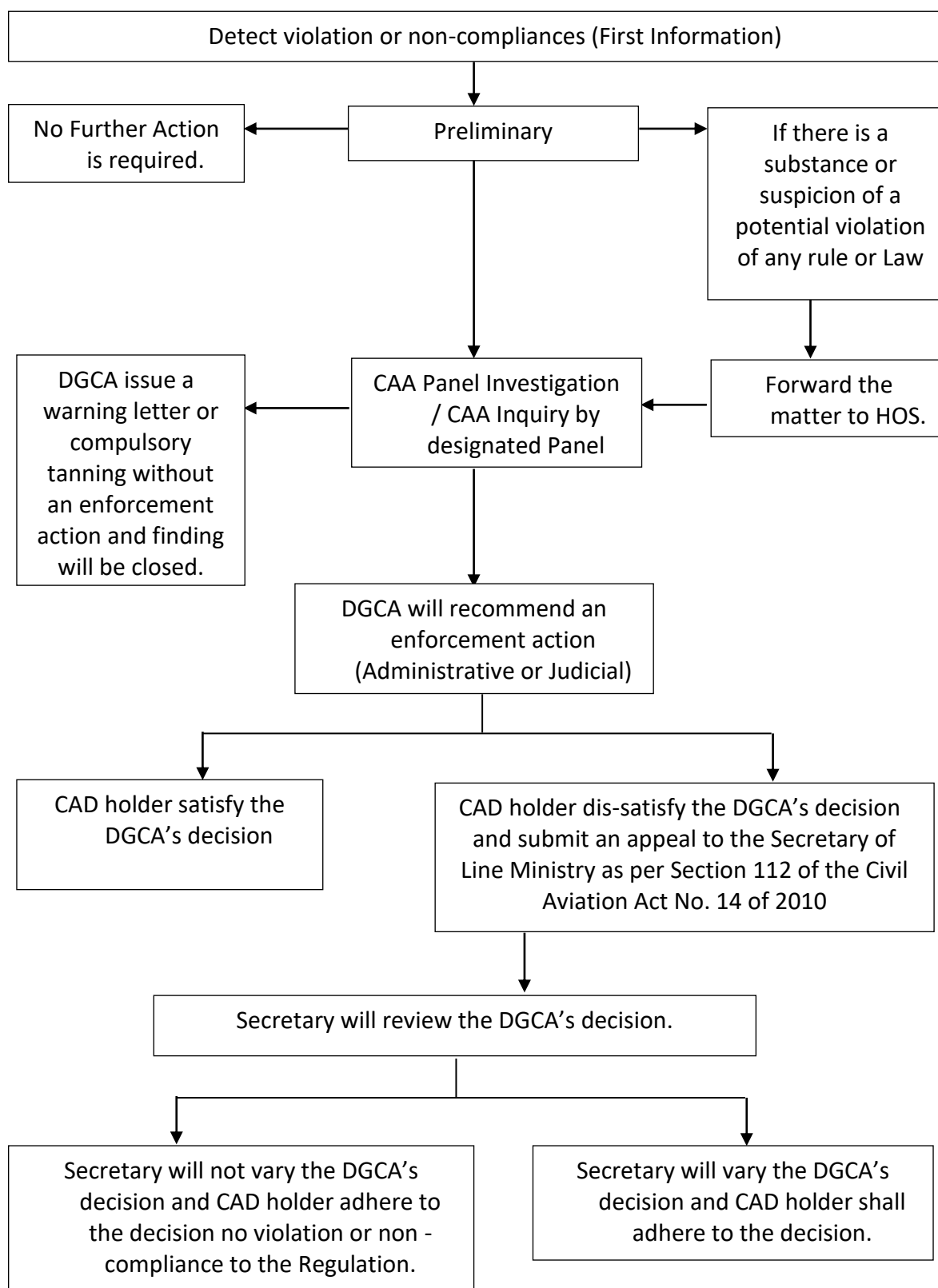
The authority for cancelling an CAASL Aviation Document under Section 67 of the Civil Aviation Act rests with the Director General of Civil Aviation. The suspending authority is responsible for reviewing the factors affecting the choice of sanction before the decision is made to suspend the Aviation Document. The suspending authority may consult with HoD/HoS, as appropriate, to discuss:

1. The technical accuracy of the evidence and findings;
2. The coordination of concurrent regulatory actions, if applicable; and,
3. The severity of the sanction as a response to the violation; (See the Table of Violations Schedule of SLCAP 0005)

Once a final decision to suspend has been made, the suspending authority is responsible for following the procedure in Chapter 13 Administrative Action. Standard practice is to provide an opportunity for an informal meeting with the carrier. The suspending authority may involve the DGCA /HoD/HoS in the meeting with the representative of the document holder.

See Chapter 13 of SLCAP 0005, Administrative Action for guidelines on the informal meeting process. The imposition of a punitive cancellation of Aviation Document should follow the same procedure as that for a suspension.

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CHAPTER 15 - PROCEDURE FOR APPEALING DECISIONS ON LICENSING

15.1. Appealing procedure

A person who is aggrieved by any order or decision made by the Director General or the Authority, as the case may be, under section 112 of Civil Aviation Act No. 14 of 2010 or any operating regulations or rules made thereunder, may prefer an appeal in writing to the Secretary to the Ministry of the Minister before the expiry of thirty working days after the date on which such order or decision is communicated to that person.

The Secretary shall in dealing with any appeal preferred to him, obtain the observations of the Director-General or the Authority, as the case may be, and after due inquiry, affirm, vary or annul the order or decision against which the appeal has been preferred

The decision of the Secretary to the Ministry of the Minister upon an appeal shall be final and conclusive and shall not be appealed against in any court or tribunal.

The letter of appeal may be sent to the following address

Secretary,
Ministry of Ports, Shipping and Aviation,
No.19, Chaithya Road,
Colombo 01.

Phone: 011-2439352/011-2435161 (200/225) (3505/3504)

Contact E-mails :- secretary@portmin.gov.lk

Web site: <https://portmin.gov.lk>

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CHAPTER 16 - PROCEDURE FOR RE-VALIDATION AND RENEWAL OF PILOT LICENCES AND RATINGS

16.1. General

The holder of a Sri Lankan pilot licence shall not exercise the privileges of his licence and associated ratings unless he meets the requirements for competency, recent experience and medical fitness as per IS 072 and IS 036.

Competency, appropriate to pilot licences issued by DGCA Sri Lanka is a combination of following attributes.

- i. Skill of Handling of aircraft of types endorsed on the licence.
- ii. English Language Proficiency of minimum level 04. (Operational level)
- iii. Knowledge requirements applicable to the licence and the ratings seeking renewal.
- iv. For Passenger Airline Transport Operations all other currency requirements as per Flight Operations Manual of the airline and IS 050 and IS 018

DGCA Sri Lanka shall ensure that the licence holder has satisfactorily completed the requirements for competency, recent experience to be filled by the examiner at the time of check and medical certificate to be issued separately by the Aeromedical Section.

16.2. Procedure

The applicant shall submit the online application through CAASL licensing system. Further updated details can be found in CAASL official website (www.caa.lk).

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CHAPTER 17 - PROCEDURE FOR RENEWAL OF AML AND ATC LICENCES

17.1 Renewal of Aircraft Maintenance Licence

Refer SLCAP 3070

17.2 Renewal of Air Traffic Controller Licence and Ratings

Refer SLCAP 3060

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APPENDIX 1 - TYPE RATING AND LICENCE ENDORSEMENT LIST FLIGHT CREW – FIXED WING

The Type rating and licence endorsement lists constitute the class and type of aircraft categorisations in accordance with FCL.010 (category of aircraft, class of aeroplane, and type of aircraft) and FCL.700 of IS 72 (Part-FCL), as well as in accordance with GM1 FCL.700.

Manufacturer	Aircraft model / name	Licence endorsement	Variants	Comple x	SP / SP HPA/ MP	OE GM / OEB / OSD FC available	Remarks
All manufacturers	All powered sailplanes having an integrally mounted, non-retractable engine and a non-retractable propeller, capable of taking off and climbing under its own power.	TMG	X	—	SP		Class rating TMG Aircraft within the class rating touring motor glider (TMG) are not listed individually in this table, unless specific provisions have been established.
All manufacturers	Single-engine piston (land)	SEP (land)	X	—	SP		Class rating SEP (land) Aircraft within the class rating SEP (land) are not listed individually in this table, unless specific provisions have been established.
	Single-engine piston (land) with variable pitch propellers (VP)						
	Single-engine piston (land) with retractable undercarriage (RU)						
	Single-engine piston (land) with turbo- / super-charged engines (T)						
	Single-engine piston (land) with cabin pressurisation (P)						
	Single-engine piston (land) with tail wheels (TW)						
	Single-engine piston (land) with electronic flight instrument system (EFIS)						
	Single-engine piston (land) with single lever power control (SLPC)						
All manufacturers	Single-engine turbo-prop engines	SET	X	—	SP		Class rating SET All aircraft within the class rating SET are listed individually in this table. All aircraft within the class rating SET require differences training, unless indicated otherwise in the list.



							Revalidation for each SET aircraft must be accomplished individually, unless indicated otherwise in the list.
All manufacturers	Single-engine piston (sea)	SEP (sea)	X	—	SP		Class rating SEP (sea) Aircraft within the class rating SEP (sea) are not listed individually in this table, unless specific provisions have been established.
	Single-engine piston (sea) with variable pitch propellers (VP)						
	Single-engine piston (sea) with turbo- / super-charged engines (T)						
	Single-engine piston (sea) with cabin pressurisation (P)						
	Single-engine piston (sea) with electronic flight instrument system (EFIS)						
	Single-engine piston (sea) with single lever power control (SLPC)						
All manufacturers	Multi-engine piston (land)	MEP (land)	X	—	SP		Class rating MEP (land) Aircraft within the class rating MEP (land) are not listed individually in this table, unless specific provisions have been established. All aircraft within the same class rating MEP require differences training, unless indicated otherwise in the list.
All manufacturers	Multi-engine piston (sea)	MEP (sea)	X	—	SP		Class rating MEP (sea) Aircraft within the class rating MEP (sea) are not listed individually in this table, unless specific provisions have been established. All aircraft within the same class rating MEP require differences training, unless indicated otherwise in the list.
Aerospatiale	MS 760 Paris	S760	—	X	SP HPA	—	
Aerospatiale / Sud Aviation	SN601 Corvette	SN601	—	X	MP	—	
	SE 210 III	SE210/10B3/11/12	X	X	MP	—	
	SE 210 III R						
	SE 210 VIN						
	SE 10B3						
	SE 11						



	SE 12						
Aerospatiale / Nord Aviation	Nordatlas 2501	ND25	—	X	MP	—	
Aerospatiale / Nord Aviation	C160 P Transall	ND16	—	X	MP	—	
Aerospatiale / Nord Aviation	260 A Nord 262 A-B-C Nord	ND26	—	X	MP	—	
Aero Spaceline	377 SGTF Super Guppy	SuperGuppy	—	X	MP	—	
AERO Vodochody AEROSPACE a.s.	Ae 270	Aero Vodochody SET	—	—	SP	—	Class rating SET
Airbus	A300 -B1 -B2 series - B4 series - C4-200 series - F4-200 series	A300	X	X	MP	X	
Airbus	A300 -FFCC	A300FFCC	—	X	MP	—	
Airbus	A310 - 200 series -300 series A300 - B4 600 series - C4 600 series - F4 600 series	A310/300- 600	X	X	MP	—	OE GM (OEB Report for A300/310 stop rudder input warning (SRIW))
Airbus	A300 - 600ST (Beluga)	A300-600ST	—	X	MP	—	
Airbus	A318 - 100 series A319 - 100 series A320 - 100 series - 200 series - neo A321 - 100 series - 200 series - neo	A320	X	X	MP	X	OSD FC A320
Airbus	A330 - 300 series - 200 series - 200 F 200 MRTT FAF STC - 900 series - 800 series	A330/350	X	X	MP	X	OSD FC A330 MRTT FAF STC A330/350 Operational Suitability Data (OSD) Flight Crew.
	A330 - 700L						
	A350 - 900 series - 1000 series						
Airbus	A340 - 200 series - 300 series - 500 series - 600 series	A340	X	X	MP	X	OSD FC A340
Airbus	A380 - 800 series	A380	—	X	MP	X	OSD FC A380
Airbus	A400M	A400M	—	X	MP	—	
Airbus Canada Limited Partnership (ACLP)	BD500-1A10 (A220-100) BD500-1A11 (A220-300)	BD-500	X	X	MP	X	OSD FC A220 (BD 500)



Air Tractor Inc.	AT-402, -402A, -402B	AT-4/5/6/8 SET	X	—	SP	—	Class rating SET OE GM AT-4/5/6/8 SET Training levels between AT- 802/A and AT-802/A (amphibious) have not been evaluated.
	AT-502, -502A, -502B						
	AT-503, -503A						
	AT-602						
	AT-802						
	AT-802 A			X			
	AT-802 (amphibious)						
	AT-802 A (amphibious)						
ALENIA AERMACCHI	C27J	C27J	—	X	MP	—	
Antonov	An-26 An-26B	AN26	X	X	MP	—	
Asta GAF	Nomad -22B -24A	AstaMET	X	X	SP	—	
ATR	ATR 42 (not PEC equipped)	ATR42/72	X	X	MP	X	OSD FC ATR 42/72 PEC = propeller electronic control
	- 42-200 / -300 / -320						
	ATR 42 (PEC equipped)						
	- 42-400 / -500						
	ATR 72 (not PEC equipped)						
	- 72-101 / -102 / -201 / -202 / -211 / -212						
	ATR 72 (PEC equipped)						
	- 72-101 / -102 / -201 / -202 (with mod 4371)						
	- 72-211 / -212 (with mod 3973 or 4371)						
	ATR 42 (glass cockpit or 42- 600)						
	- 42-500 (with mod 5948)						
	ATR 72 (glass cockpit or 72-600)						
	- 72-212A (with mod 5948)						
BAE Systems (Operations) Ltd	HS 748 series	HS748	—	X	MP	—	
BAE Systems (Operations) Ltd	Jetstream 41	Jetstream 41	—	X	MP	—	
Beechcraft Raytheon	RA-390	RA390	—	X	SP HPA	—	
Beriev	Be-200ES-E	BER2E	—	X	MP	—	
Boeing	B707 -100 series	B707/720	X	X	MP	—	
	-300 series						
	B720						
Boeing	B717 series	B717	—	X	MP	—	
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Boeing	B727 -100 series -200 series	B727	X	X	MP	—	
Boeing	B737 -100 series -200 series	B737 100-200	X	X	MP	—	
Boeing	B737 CL -300 / -400 / -500 Series B737 NG -600 / -700 / -800 / -900 / -900 ER Series B737 MAX -8 / -8200/-9 Series	B737 300-900	X	X	MP	X	OSD FC B737
Boeing	B747 -100 series B747 -200 series B747 -300 series B747-SP	B747 100-300	X	X	MP	—	
Boeing	B747 - 400 series - 400 F series B747 - 8 series - 8F series	B747-400	X	X	MP	X	OSD FC B747
Boeing	B757 - 200 series - 300 series B767 - 200 series - 300 series - 300 F series B767 - 400 ER	B757/767	X	X	MP	X	OSD FC B757/767
Boeing	B777 - 200 series - 300 series B777F B787 - 8 series - 9 series -10 series	B777/787	X	X	MP	X	OSD FC B777/787
Bombardier Inc.	CL 215	CL215	—	X	MP	—	
Bombardier Inc.	CL 215T	CL215T	—	X	MP	—	
Bombardier Inc.	CL 415	CL415	—	X	MP	—	
Bombardier Inc.	Challenger series: CL 600 CL 601-1A CL 601-3A	CL600/601	X	X	MP	—	
Bombardier Inc.	CL-600-2B16 - Challenger 604 CL-600-2B16 - Challenger 605 - Challenger 650	CL604/605	X	X	MP	X	OSD FC CL-600-2B16
Bombardier Inc.	CL600-2B19 CL 65 Regional Jet series CRJ - 100 - 200 - 440 - Challenger 850 CL600-2C10 - 700	CL65	X	X	MP	X	OSD FC CRJ Series OE GM (OEB report Rockwell Collins HGS 4200 dual head- up guidance system (STC)
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	- 701 - 702 - Challenger 870 CL600-2D15 - 705 CL600-2D24 - 900 - Challenger 890 CL600-2E25 - 1000						
Bombardier Inc.	BD-100-1A10 - Challenger 300 - Challenger 350	CL30	X	X	MP	X	OSD FC Challenger 300/350
Bombardier Inc.	BD700-1A10 (Global Express XRS) BD700-1A11 (Global 5000) BD700-1A10 GVFD (Global 6000) BD700-1A11 GVFD (Global 5000 GVFD) BD-700-1A10 (Global 6500) BD-700-1A11 (Global 5500)	BD-700	X	X	MP	X	OSD FC BD-700
Bombardier Inc.	BD700-2A12 (Global 7500)	G7500		X	MP	X	OSD FC BD-700 Rev. 0
Bombardier Inc.	DHC8 -100 series -200 series -300 series DHC8 -400 series	DHC8	X	X	MP	X	OSD FC DHC8
British Aerospace / AVRO	ATP Jetstream 61	Bae/ATP/Jetsream 61	—	X	MP	—	
British Aerospace / AVRO	AVRO RJ series 146 -100 series 146 -200 series 146 -300 series	AVRORJ/Bae 146	X	X	MP	—	
British Aerospace / AVRO	BA - 200 series - 400 series - 500 series	BAC1-11	X	X	MP	—	Surrendered TC (TCDS A.188 BAC 1.11
Casa	C212 series	C212	—	X	MP	—	
Casa	C-295	C295	—	X	MP	—	
Casa	CN-235	CN235	—	X	MP	—	
Textron Aviation	206 A/T Soloy 206 A/T Soloy 210 (Silver Eagle) 206 A/T Soloy (sea) 207 A/T Soloy (sea) 206 with STC 10061949 208 208 (sea)	Cessna SET	X	—	SP	—	Class rating SET Training levels between Cessna SET land and sea aircraft have not been evaluated.



Textron Aviation	C501/500SP	C501/551	X	X	SP HPA	—	
	C551/550SP						
Textron Aviation	510 (Citation Mustang)	C510	—	X	SP HPA	X	OSD FC C510 (Mustang)
Textron Aviation	525 – CJ	C525	X	X	SP HPA	X	OSD FC C525
	525 – CJ1						
	525A – CJ2						
	525 – CJ1+						
	525A – CJ2+						
Textron Aviation	525B – CJ3	C525	X	X	SP HPA	X	OSD FC C525
	525B – CJ3+						
	525C – CJ4						
Textron Aviation	525 – M2	C560XL/XLS	X	X	MP	X	OSD FC C560 XL / XLS / XLS+
	C560XLS+						
Textron Aviation	C 500	C500/550/560	X	X	MP	X	OSD FC CE-560 Encore / Encore+
	C 550						
	CS 550						
	CS 550 Bravo						
	560 (Citation V)						
	560 (Citation Ultra)						
	560 Encore						
Textron Aviation	560 Encore+	C650	X	X	MP	—	
	C650 Citation III Citation VI Citation VII						
Textron Aviation	C680 Sovereign	C680	X	X	MP	X	OSD FC C680
	C680 Sovereign+ C680A Latitude						
Textron Aviation	C700 Citation Longitude	C700	—	X	MP	X	OSD FC C700
Textron Aviation	C750 Citation X	C750	—	X	MP	X	OSD FC C750
Cessna/ Reims Aviation	F406 425	C406/425	X	X	SP HPA	—	
Cessna/ Reims Aviation	441	C441	—	X	SP HPA	—	
Cirrus Aircraft Company	SF50 Vision Jet	SF50	—	X	SP HPA	X	OSD FC SF50
Consolidated Vultee Aircraft	CV 240-4	CV240/340/440	X	X	MP	—	
	CV 340						
	CV 440						
Consolidated Vultee Aircraft	CV 580	CV580	—	X	MP	—	
Dassault	Falcon 10	Falcon 10/100	X	X	MP	—	
	Falcon 100						



Dassault	Falcon 20 series	Falcon 20/200	X	X	MP	—	
	Falcon 200						
Dassault	Falcon 900 EX EASy Falcon 900 DX Falcon 900 LX	Falcon900EX EASy	X	X	MP	X	OSD FC Falcon 900EX EASy / 900DX / 900 LX / 900EX EASyII / 900DX EASyII / 900LX EASyII
	Falcon 900EX EASyII Falcon 900DX EASyII Falcon 900LX EASyII						
Dassault	Falcon 2000	Falcon2000/2000EX	X	X	MP	X	OSD FC Falcon 2000/2000EX
	Falcon 2000 EX						
Dassault	Falcon 2000 EX EASy Falcon 2000 DX Falcon 2000 LX	Falcon2000EX EASy	X	X	MP	X	OSD FC Falcon 2000EX EASy / 2000DX / 2000LX / 2000LXS / 2000S
	Falcon 2000EX EASy II Falcon 2000DX EASy II Falcon 2000LX EASy II Falcon 2000LXS Falcon 2000S						
Dassault	Falcon 7X	Falcon 7X	X	X	MP	X	OSD FC Falcon 7X/8X
	Falcon 7X EASy II Falcon 8X						
Dassault	Mystere Falcon 50	Falcon50/900	X	X	MP	X	OSD FC Mystere Falcon 50/50EX/900/900C/900EX
	Falcon 50EX						
	Mystere Falcon 900						
	Falcon 900C						
	Falcon 900EX						
De Havilland — AirTech Canada (Bombardier)	DHC-3 Turbo-Otter	DHC3 SET	X	—	SP	—	Class rating SET
De Havilland — AirTech Canada (Bombardier)	DHC-2 Turbo-Beaver	DHC2 SET	—	—	SP	—	Class rating SET
De Havilland - Canada (Bombardier)	DHC7	DHC7	—	X	MP	—	
Diamond Aircraft Industries GmbH	DA 42 (DA 42, DA 42 M, DA 42 NG, DA 42 M-NG)	MEP (land)	X	—	SP	X	Class rating MEP (land) OE GM (OEB report DA42 series
	DA 62						
Dornier	DO 128-6	D128	—	X	SP	—	
Dornier	DO 28-G92	D28-G92	—	X	SP	—	
Dornier	DO 328-100	DO 328-100	—	X	MP	—	
Dornier	DO 328-300	DO 328-300	—	X	MP	—	



Eclipse Aerospace	Eclipse EA500 - - Eclipse 500 - - Eclipse 550	EA500	—	X	SP HPA	X	OE GM (OEB report EA500 OE GM (OEB report Jet Ready EA500 oxygen system (STC))
Embraer	Bandeirante EMB 110	EMB110	—	X	SP	—	
Embraer	EMB 120 Brasilia	EMB 120	—	X	MP	—	
Embraer	EMB – 145 - 135, 145 series	EMB 135/145	X	X	MP	X	OSD FC EMB-135/145
	EMB - 145 -135,145 series equipped with Autothrottle						OSD FC EMB-135/145 Revision D 26. Oct.2018
Embraer	EMB-500 (Phenom 100)	EMB 500/505	X	X	SP HPA	X	OSD FC EMB-500/505
	EMB-505 (Phenom 300)						
Embraer	EMB-550 (Legacy 500) EMB-550 (Praetor 600) EMB-545 (Legacy 450) EMB-545 (Praetor 500)	EMB 550	—	X	MP	X	OSD FC Embraer 550
Embraer	ERJ 170-100 / Embraer 170 ERJ 170-200 / Embraer 175 ERJ 190-100 / Embraer 190 ERJ 190-100 ECJ / Lineage 1000 ERJ 190-200 / Embraer 195 ERJ 190-300 / Embraer 190 E2 ERJ 190-400 / Embraer 195 E2	EMB170	X	X	MP	X	OSD FC EMB 170
Fokker / Fairchild	FH227 F 27A/F/J F 27 series	F27	X	X	MP	—	
Fokker / Fairchild	F 28 series	F 28	—	X	MP	—	
Fokker / Fairchild	F 50	F 50	—	X	MP	—	
Fokker / Fairchild	F70 F100	F70/100	X	X	MP	—	
Grob Aircraft AG	G 120 TP - analogue avionics series	G 120TP SET	X	—	SP	—	Class rating SET
	G 120 TP - digital avionics series						
Grob Aircraft AG	G 520T	G520 SET	—	—	SP HPA	—	Class rating SET
Grumman	Tracker S2FT	S2FT	—	X	SP	—	
Grumman Gulfstream	Grumman G-159	Gulfstream I	—	X	MP	—	



Grumman Gulfstream	Grumman G-1159	Gulfstream II/III	X	X	MP	—	
	Grumman G-1159A						
Gulfstream Aerospace Corporation	Am.G-164D	Gulfstream SET	—	—	SP	—	Class rating SET
Gulfstream Aerospace Corporation	Gulfstream 1159C (Gulfstream IV) Gulfstream IV SP (G300/G400)	GIV	—	X	MP	X	OSD FC G-IV
Gulfstream Aerospace Corporation	Gulfstream IV-X (G350/G450)	G-V	X	X	MP	X	OSD FC G-V
	Gulfstream V						
	Gulfstream V-SP (G500/G550)						
Gulfstream Aerospace Corporation	Gulfstream GVI (G650)	GVI	X	X	MP	X	OSD FC GVI (G650)
	Gulfstream GVI (G650) - with PlaneView II Avionics - Software Version “Block Point I” (ASC 901) - G650ER						
Gulfstream Aerospace Corporation	Gulfstream G VII-G500 (G500)	GVII	X	X	MP	X	OSD FC GULFSTREAM GVII
	Gulfstream G VII-G600 (G600)						
Gulfstream Aerospace LP (GALP)	Gulfstream G150 (G150)	G150	—	X	MP	X	OSD FC G150
Gulfstream Aerospace LP (GALP)	Gulfstream G200 (G200)	G200	—	X	MP	X	OSD FC G200
Gulfstream Aerospace LP (GALP)	Gulfstream G280 (G280)	G280	—	X	MP	X	OSD FC G280
Handley Page	Herald series	Herald	—	X	MP	—	
Hawker Beechcraft Corporation	4000 (Hawker 4000)	HA4T	X	X	MP	X	OSD FC HBC 4000
	4000 BPU (Hawker 4000 BPU)						
Hawker Beechcraft Corporation	Hawker 125 Series - Hawker 800XP / Proline 21 - Hawker 750 / Proline 21	HS125	X	X	MP	—	Differences training is applicable when equipped with an EFB software package. When the EFB software package is not installed Level B familiarisation is required.
	Hawker 125 Series - Hawker 900XP / Proline 21 and IFIS 5000 - Hawker 850XP / Proline 21 and IFIS 5000						



	Bae 125 - 800 series - 1000 series						
Hawker Beechcraft Corporation	BE-200/B200 BE-C90A/B/GT BE-C90/90-1 BE-E90 BE-F90/F90-1 BE-90/A90/B90 BE-200PL21/B200GT/250 BE-C90GTi/C90GTx	BE90/99/100 /200	X	X	SP HPA	X	OSD FC BE90/200
Hawker Beechcraft Corporation	Model G36 with turbo-prop engine (Bonanza)	BE36TC SET	—	—	SP	—	Class rating SET
Hawker Beechcraft Corporation	1900 1900 C 1900 D 300 300LW B300/B300C (except with ProLine 21) B300/B300C (with ProLine 21) 300 (FF serial with ProLine 21)	BE300/1900	X	X	SP HPA	X	OSD FC BE300/1900
Hawker Beechcraft Corporation	Beechjet 400 series MU 300 BE-400XT (BE-400 A aircraft modified by EASA STC 10042091 for Proline 21 avionics and by EASA STC 10042353 for Williams FJ44-3AP engines)	Beech400/M U300	X	X	MP	— X	OSD FC BE-400XT
Hawker Siddeley / Bae	Jetstream 3100 series 3200 series	Jetstream31/ 32	X	X	MP	—	
Hispano Aviación	HA-200 R, A, B, D (SAETA) HA-200 E (Super SAETA) HA-220	SAETA	X	X	SP HPA	—	
Honda Aircraft Company	HA-420 (HondaJet) HA-420 (HondaJet Elite)	HA-420	X	X	SP HPA	X	OSD FC HA-420 OSD FC HA-420; Rev.1 OSD FC HA-420: Rev.2 OSD FC HA-420: Rev 3
Israel Aircraft Industry	IAI -1121 Jetcommander -1123 Commodore Jet -1124 Westwind IAI -1125 Astra	IAI1121/23/2 4 IAI1125	X —	X X	MP MP	— —	
Junkers	Junkers 52	JU52	—	X	MP	—	Considered as aircraft
Learjet (Bombardier)	Learjet -20 series -30 series	Learjet20/30	X	X	MP	—	
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Learjet (Bombardier)	45 (Learjet 40 series, LR-40) 45 (Learjet 45 series, LR-45) 75 (Learjet 70 series, LR-70) 75 (Learjet 75 series, LR-75)	Learjet45/75	X	X	MP	X	OSD FC Learjet LR-40/LR-45/LR-70/LR-75
Learjet (Bombardier)	Learjet -55 series	Learjet55	—	X	MP	—	
Learjet (Bombardier)	Model 60 (Learjet 60 series) LJ 60XR (Learjet-60 XR)	Learjet60	X	X	MP	X	OE GM (OEB report Learjet60/60XR)
Aircraft Industries, a.s	L-410 M Turbolet L-410 UVP – Turbolet L-410 UVP-E L 410 UVP-E9 L 410 UVP-LW L 410 UVP-E-LW L 410 UVP-E20 L 410 UVP-E20 CARGO L-420 L410 NG	L-410	—	X	MP	X	OSD report for 410 UVPE20 and L410 NG
Lockheed	L188 Electra series A L188 Electra series C	L188 Electra	X	X	MP	—	
Lockheed	L382 G (C 130)	Hercules	—	X	MP	—	
Lockheed	L1011 Series	L1011	—	X	MP	—	
Lockheed	L1329	Jetstar	—	X	MP	—	
Lockheed	Constellation Series	L1049	—	X	MP	—	
MBB	HFB 320	HFB320	—	X	MP	—	
MBB	VFW 614	VFW-614	—	X	MP	—	
McDonnell Douglas	Douglas A-26B	DCA26	—	X	MP	—	
McDonnell Douglas	DC-3A-S1C3G DC-3C-SC3G	DC3	—	X	MP	—	Considered as aircraft
McDonnell Douglas	DC4	DC4	—	X	MP	—	
McDonnell Douglas	DC6 series	DC6	—	X	MP	—	
McDonnell Douglas	DC7C	DC7	—	X	MP	—	
McDonnell Douglas / Boeing	DC8 -33 -50, 60, 70 series	DC8	X	X	MP	—	
McDonnell Douglas / Boeing	DC9 10-50 series	DC9 10-50	—	X	MP	—	
McDonnell	DC9 80 series	DC9	X	X	MP	—	



Douglas / Boeing	MD 88 series MD 90 series	80/MD88/ MD90					
McDonnell Douglas / Boeing	DC 10 series	DC 10	—	X	MP	—	
McDonnell Douglas / Boeing	MD 11	MD 11	—	X	MP	—	
Mitsubishi	MU 2B series	MU2B	—	X	SP HPA	—	
Pacific Aerospace Corporation	PAC750XL	PAC750XL SET	—	—	SP	—	Class rating SET
Piaggio Aero Industries S.p.A.	P166	Piaggio 166	—	X	SP	—	
Piaggio Aero Industries S.p.A.	P180 Avanti	Piaggio 180	X	X	SP HPA	X	OSD FC P180
	P180 Avanti II						
	P180 Avanti EVO						
Britten-Norman Aircraft Limited	BN2T Turbine Islander	BN2T	X	X	SP	—	
	BN2T - 4R MSSA						
	BN2T - 4S Defender						
Pilatus	PC-6 (manual stabiliser trim)	Pilatus PC6 SET	X	—	SP	—	Class rating SET
	PC-6 (electrical stabiliser trim)						
Pilatus	PC-7	Pilatus PC7 SET	—	—	SP	—	Class rating SET
Pilatus	PC-12/47E (PC-12 NG)	Pilatus PC12 SET	X	—	SP HPA	X	Class rating SET
	PC-12/47E (PC-12 NGX)						
	PC-12						OE GM (PC-12 Model)
	PC-12/45 PC-12/47 PC-12/41						
Pilatus	PC-24	PC-24	X	X	SP HPA	X	OSD FC PC-24
	PC-24 TF						
	PC-24 AYT						
	PC -24 AYT/TF						
Piper	PA-31 (Navajo, Navajo Chieftain, Mojave)	MEP (land)	—	—	SP	—	Class rating MEP (land)
Piper	PA-31T series (Cheyenne, Cheyenne II, Cheyenne IIXL)	PA31T/42	X	X	SP HPA	—	
	PA-42 series (Cheyenne III, Cheyenne IV)						
Piper	PA-46-310P (Malibu) PA-46-350P (Malibu Mirage) PA-46R-350T (Malibu Matrix)	SEP (land)		—	SP	—	Class rating SEP (land) for PA-46-310P (Malibu), PA-46-350P (Malibu Mirage), and PA-46R-350T (Malibu Matrix).



							Difference levels for the PA- 46R-350T (Malibu Matrix) have not been evaluated. Differences training which is not further specified, was established by the JAA between the Piper PA-46- 310P (Malibu)/PA-46-350P (Malibu Mirage) and the PA- 46-500TP (Malibu Meridian) aircraft.
Piper	PA-46-500TP (Malibu Meridian)	PA-46 SET	X	—	SP HPA	X	Class rating SET for PA-46- 500TP (Malibu Meridian), the Jetprop LLC Piper PA-46 (Jetprop DLX), and the PA- 46-600TP (M600). The Piper PA-46-500TP (Malibu Meridian) and the Jetprop LLC Piper PA-46 (Jetprop DLX) aircraft have been evaluated as variants requiring familiarisation. OE GM (OEB report PA-46 Jetprop DLX / PA-46-500TP (Malibu Meridian), dated 28 June 2012.) The PA-46-600TP (M600) was assessed as variant for the license endorsement PA- 46 SET, requiring differences training.
Jetprop LLC Piper (STC)	PA-46 Jetprop DLX						
Piper	PA-46-600TP (M600)						
PT Industry	IPTN CN 235-110	PTNCN 235	—	X	MP	—	
PZL (Polskie Zakłady Lotnicze)	M28 - 02-W - 05	PZL-M28	X	X	MP	X	OSD FC PZL M28
Quest Aircraft Design LLC	Kodiak 100 (land)	SET Kodiak 100	—	—	SP	—	Class rating
	Kodiak 100 (sea)						
Rhein Flugzeugbau	FT 600	Rhein Flugzeugbau SET	—	—	SP	—	
Rockwell	AC 680T AC 690 series AC 900 series	Rockwell MET	X	X	SP HPA	—	
Rockwell International	NA-265 series	NA265	—	X	MP	—	



RUAG Aerospace Services GmbH	Dornier 228: 228-100 228-200 228-101 228-201 228-202 228-212 Dornier 228: 228-212 NG	D228	X	X	SP	X	OSD FC Dornier 228
Saab	SAAB SF340 series	SAAB340	—	X	MP	—	
Saab	SAAB 2000	SAAB2000	—	X	MP	—	
Short (Bombardier)	SC7 Skyvan	SC7Skyvan	—	X	SP	—	
Short Brothers (Bombardier)	SD3 - 30	SD3-30/60	X	X	MP	—	
	- 60						
Short Brothers (Bombardier)	SC5 Belfast	Belfast	—	X	MP	—	
SOCATA	TBM 700 A (TBM 700)	TBM SET	X	—	SP HPA	X	Class rating SET OE GM - FC TBM 700
	TBM 700 B (TBM 700)						
	TBM 700 C1 (TBM 700)						
	TBM 700 C2 (TBM 700)						
	TBM 700 N - TBM 850						
	TBM 700 N - TBM 850 G1000						
	TBM 700 N - TBM 900						
SST Flugtechnik GmbH	EA 400 - Extra 400	SEP (land)	—	—	SP	X	OE GM (OEB report EA400/EA400-500, Class rating SEP(land)
	EA 400-500 - Extra 500	Extra500 SET	—	—	SP		Class rating SET
Sukhoi Civil Aircraft	RRJ-95B (Superjet 100)	RRJ95	—	X	MP	X	OSD FC RRJ-95B
Swearingen / Fairchild	226 T	SA226/227	X	X	SP HPA	—	
	226 T(B)						
	226 AT						
	226 TC						
	227 TT						
	227 AC 227 AT 227 BC						
Thrush Aircraft Inc.	S2R turbo thrush	Snow/Ayres SET	—	—	SP	—	Class rating SET



Viking Air Limited	DHC-6 (Twin Otter) Series 400	DHC6	X	X	SP	X	OSD FC DHC6
	DHC-6 (Twin Otter) Series 300						
	DHC-6 (Twin Otter) Series 200						
	DHC-6 (Twin Otter) Series 100						
Vickers-Armstrong	Vanguard	Vanguard	—	X	MP	—	
Vickers-Armstrong	Viscount	Viscount	—	X	MP	—	
Vulcanair S.p.A.	AP68TP-600 Viator	AP68TP-600	—	X	SP	X	OSD FC AP68TP-600
	AP68TP-300 ("Spartacus")	AP68TP-300	—	X	SP	—	
	SF600	SF600	—	X	SP	—	
	SF600A	SF600A	—	X	SP	—	



APPENDIX 2 - TYPE RATING AND LICENCE ENDORSEMENT LIST FLIGHT CREW – HELICOPTER

The Type rating and licence endorsement lists constitute the class and type of aircraft categorisations in accordance with FCL.010 (category of aircraft, class of helicopter, and type of aircraft) and FCL.700 of IS 72 (Part-FCL), as well as in accordance with GM1 FCL.700.

Manufacturer	Helicopter Model / Name	Differences	License Endorsement	Complex	OSD FCD available	Remarks
Agusta Bell - SE Piston -	Agusta Bell 47G-2 Agusta Bell 47G-2A-1 Agusta Bell 47G-3B-1 Agusta Bell 47G-4 Agusta Bell 47G-4A Agusta Bell 47J Agusta Bell 47J-2 Agusta Bell 47J-3		Bell 47			
Agusta Bell - SE Turbine -	Agusta Bell 206 A Agusta Bell 206 B	(D)	Bell 206			
	Agusta Bell 206 L					
	Agusta Bell 204	(D)	Bell 204/205/UH-1DX			
	Agusta Bell 205					
Agusta Bell - ME Turbine -	Agusta Bell 212	(D)	Bell 212/412	X		
	Agusta Bell 412 Agusta Bell 412 SP					

Leonardo - SE Turbine -	A119 –A119 IDS	(D)				
	AW119MKII (Ke)		A119		X	
	AW119MKII (Kx)					
Leonardo - ME Turbine -	A109 A A109 A II A109 C	(D)	A109			
	A109 K2					
	A109 LUH					
	AB139 & AW139 Phase 4 AW139 Phase 5 AW139 Phase 7 AW139 Phase 8	(D)	AW139	X	X	
	A109E	(D)	AW109		X	
	A109S					
	A109S Trekker					
	AW109SP					
	AW169		AW169	X	X	
	AW169 Phase 3	(D)	AW169	X	X	
	AW169 Phase 4					
	AW169 Phase 6					



	AW 189 phase 3 AW 189 phase 4 AW 189 phase 5 AW 189 phase 6 AW 189 K (phase 7)	(D)	AW189	X	X	
Agusta Sikorsky - ME Turbine -	Agusta S-61 N 1		SK-61	X		
Airbus Helicopters - SE Turbine -	SA 341 G -Gazelle SA 342 J -Gazelle		SA341/342			
	SA 3180 – Alouette II SA 318 B– Alouette II SA 318 C– Alouette II SA 3130 – Alouette II SA 313 B– Alouette II		SA318/SE313			
	SE 3160 – Alouette III SE 316 B– Alouette III SE 316 C– Alouette III SA 319 B – Alouette III SA 315 B – Lama	(D)	SA316/319/315			
	SA 360 – Dauphin		SA360			
	SO 1221- Djinn		SO 1221			
	EC 120B- Colibri		EC120B		X	OSD_FC Data @ available @ website: www.airbushelicopters.com/techpub/FO/scripts/myFO_accueil.php Queries on OSD_FC Data: www.airbus.com/helicopters/services/technical-support.html
	AS 350 (B, D, B1, B2, BA, BB) – Ecureuil AS 350 B3) – Ecureuil AS 350 B3 Arriel 2B1) – Ecureuil AS 350 B3e) – Ecureuil EC 130 B4 – Ecureuil EC 130 T2 – Ecureuil	(D)	AS 350 / EC130		X	OSD_FC Data available @ website: www.airbushelicopters.com/techpub/FO/scripts/myFO_accueil.php Queries on OSD_FC Data: www.airbus.com/helicopters/services/technical-support.html
Airbus Helicopters - ME Turbine -	SA 330 F - Puma SA 330 G- Puma SA 330 J - Puma		SA 330	X		
	AS 332 (C, C1, L, L1) – Super Puma	(D)	AS 332 / EC 225	X	X	OSD_FC Data available @ website:



	AS 332 e (C1e, L1e) – Super Puma					www.airbushelicopters.com/techpub/FO/scripts/myFO_accueil.php Queries on OSD_FC Data: www.airbus.com/helicopters/services/technical-support.html
	AS 332 L2 – Super Puma					
	EC225 LP – Super Puma					
	EC175-B		EC175	X	X	OSD_FC Data available @ website: www.airbushelicopters.com/techpub/FO/scripts/myFO_accueil.php Queries on OSD_FC Data: www.airbus.com/helicopters/services/technical-support.html
	AS 355 E – Ecureuil AS 355 F – Ecureuil AS 355 F1– Ecureuil AS 355 F2– Ecureuil AS 355 N – Ecureuil AS 355 NP – Ecureuil	(D)	AS355		X	OSD_FC Data available @ website: www.airbushelicopters.com/techpub/FO/scripts/myFO_accueil.php Queries on OSD_FC Data: www.airbus.com/helicopters/services/technical-support.html
	SA 365 C – Dauphin SA 365 C1– Dauphin SA 365 C2– Dauphin SA 365 C3– Dauphin		SA365 C	X		
	SA 365 N - Dauphin 2 SA 365 N1 - Dauphin 2 SA 365 N2 - Dauphin 2 SA 365 N3 -Dauphin 2 SA 365 N3+ - Dauphin 2 EC 155 B/B1	(D)	S365 / EC155	X	X	OSD_FC Data available @ website: www.airbushelicopters.com/techpub/FO/scripts/myFO_accueil.php Queries on OSD_FC Data: www.airbus.com/helicopters/services/technical-support.html
	H160-B		H-160	X	X	OSD_FC Data available @



						website: www.airbushelicopters.com/techpub/FO/scripts/myFO_accueil.php Queries on OSD_FC Data: www.airbus.com/helicopters/services/technical-support.html
Airbus Helicopters Deutschland GmbH - ME Turbine -	BO 105 A BO 105 C BO 105 D BO 105 LS A-1 BO 105 LSA-3 BO 105 S BO 105 CBS		BO 105			
	MBB-BK117 A-1 MBB-BK117 A-3 MBB-BK117 A-4 MBB-BK117 B-1 MBB-BK117 B-2 MBB-BK117 C-1	(D)	BK117	X		MBB-BK117A-1 is not considered as complex due to MTOM 2850Kg
	BK 117 C-2 BK 117 C-2e BK 117 D-2 BK 117 D-2m BK 117 D-3 BK 117 D-3m	(D)	EC145 (BK117)	X	X	OSD_FC Data available @ Generic E-mail address: contact.training.ah@airbus.com
	EC 135 P1 CDS /CPDS EC 135 P2 EC 135 P2+ EC 635 P2+ EC 135 P3 EC 635 P3 EC 135 P3H EC 135 T1 CDS/ CPDS EC 635 T1 EC 135 T2 EC 135 T2+ EC 635 T2+ EC 135 T3 EC 635 T3 EC 135 T3H	(D)	EC135/635		X	OSD_FC Data available @ Generic E-mail address: contact.training.ah@airbus.com
	Bell 47 D Bell 47 G Bell 47 G-1 Bell 47 G-2 Bell 47 G-3 B-1 Bell 47 G-4 Bell 47 G-4A Bell 47 G-5 Bell 47 H-1 Bell 47 J Bell 47 J-2 Bell 47 J-2 A		Bell 47			



Bell Helicopters - SE Turbine -	Bell 47 T		Bell 47 T			
	Bell 47 T A					
	Bell 204	(D)	Bell 204/205/UH-1DX			
	Bell 205 A-1					
	Bell UH-1D					
	Bell UH-1H					
	Bell 206 A	(D)	Bell 206		X	For OSD_FC Data contact Bell Product Support Engineering Tel: 1-450-437-2862 / 1-800-363-8023 productsupport@bellflight.com
	Bell 206 B					
	Bell 206 B 2					
	Bell 206 B 3					
	Bell 206 L					
	Bell 206 L-1					
	Bell 206 L-3					
	Bell 206 L-4					
	Bell 407	(D)	Bell 407		X	For OSD_FC Data contact Bell Product Support Engineering Tel: 1-450-437-2862 / 1-800-363-8023 productsupport@bellflight.com
	Bell 407GX					
	Bell 407GX					
Bell Helicopters - ME Turbine -	Bell 214 B		Bell 214	X		
	Bell 214 B 1					
	Bell 505		Bell 505		X	For OSD_FC Data contact Bell Product Support Engineering Tel: 1-450-437-2862 / 1-800-363-8023 productsupport@bellflight.com
Bell Helicopters - ME Turbine -	Bell 206 LT Twin ranger		Bell 206 LT			
	Bell 212	(D)	Bell 212/412	X	X	For OSD_FC Data contact Bell Product Support Engineering Tel: 1-450-437-2862 / 1-800-363-8023 productsupport@bellflight.com
	Bell 412					
	Bell 412 SP					
	Bell 412 HP					
	Bell 412 EP					
	Bell 412 EPI					
	Bell 214 ST		Bell 214 ST	X		
	Bell 222	(D)	Bell 222/230/430	X		
	Bell 222 A					
	Bell 222 B					
	Bell 222 UT					
	Bell 222 SP					
	Bell 230					
	Bell 430					
	Bell 427		Bell 427			



	Bell 429		Bell 429		X	For OSD_FC Data contact Bell Product Support Engineering Tel: 1-450-437-2862 / 1-800-363-8023 productsupport@bellflight.com
Brantly - SE Piston -	B-2 B-2B		Brantley B2			
Breda Nardi - SE Piston -	Breda Nardi 269		HU 269			
Breda Nardi - SE Turbine -	Breda Nardi 369		HU 369/ MD500N / 600N			Difference training necessary to fly the Mc Donnell Douglas
Bristol Aircraft - SE Piston -	B-171-B		Bristol 171 B			
Leonardo - ME Turbine -	EH101-510		EH101	X		
Enstrom - SE Piston -	F-28A F-28C F-28C-2 F-28F F-28F-R 280 280C 280F 280FX		ENF 28		X	For OSD_FC Data contact engineering@enstromhelicopter.com
Enstrom - SE Turbine -	480 480B		ENF 480		X	For OSD_FC Data contact engineering@enstromhelicopter.com
Erickson Air-Crane Incorporated - ME Turbine -	S 64 F		S 64 F	X		
Hélicoptères Guimbal - SE Piston -	Cabri G2		Cabri G2		X	For OSD_FC Data contact support@guimbal.com
Hiller - SE Piston -	UH 12 A UH 12 B UH 12 E		UH 12			
Hiller - SE Turbine -	UH 12 T		UH 12 T			
Hughes / Schweitzer - SE Piston -	269 A 269 B 269 C 300 C 300 CB 300 CB i		HU 269			
Hughes / Schweitzer - SE Turbine -	330 SP 333		SC 330			
Kaman - SE Turbine -	Kaman K 1200		K 1200			



McDonnell Douglas Helicopters - SE Turbine -	Hughes 369 D Hughes 369 E Hughes 369 FF Hughes 369 HE Hughes 369 HS MD 500 N (NOTAR) MD 520 N AMD500N MD 600 N	(D)	HU369 / MD500N / 600N			
McDonnell Douglas Helicopters - ME Turbine -	MD 900	(D)	MD 900 / 902			
Ministry of Aviation Industry of Russia -ME Piston-	Kamov KA 26 D		KA 26 D	X		
Ministry of Aviation Industry of Russia -ME Turbine-	Kamov KA 32 A MIL Mi-8 MIL Mi 17 MIL Mi 171 MIL Mi 172		KA 32 Mi 8	X X		
P.Z.L Swidnik, Poland - SE Turbine -	PZL SW-4		SW-4		X	For OSD_FC Data contact PL-CustomerSupport@AgustaWestland.com PL-CustomerSupport@finmeccanica.com
P.Z.L Swidnik, Poland - ME Turbine -	MIL Mi-2 PZL KANIA PZL W-3 PZL W-3A		Mi 2 KANIA W-3 SOKOL	X X X		
Robinson - SE Piston -	R 22 R 22 Alpha R 22 Beta R 22 Mariner		R 22		X	OSD_FC Data available @ TC holder website: www.robinsonheli.com
	R 44 R 44 Raven R 44 Raven II		R 44		X	OSD_FC Data available @ TC holder website: www.robinsonheli.com
Robinson - SE Turbine -	R 66		R 66		X	OSD_FC Data available @ TC



						holder website: www.robinsonheli.com
Sikorsky - SE Piston -	S 55		S 55	X		
Sikorsky - ME Turbine -	S 58		S 58	X		
	S 76 A S 76 A+ S 76 A++ S 76 B S 76 C	(D)	SK 76	X	X	For OSD_FC Data contact Dave.J.Carew@lmc.o.com sikorskywcs@sikorsky.com
	S76D S76C+ S76 C++	(D)	S76	X	X	For OSD_FC Data contact Dave.J.Carew@lmc.o.com sikorskywcs@sikorsky.com
	S-61 N S-61 S		SK 61	X		
	S-92 A		SK 92	X	X	For OSD_FC Data Contact Dave.J.Carew@lmc.o.com sikorskywcs@sikorsky.com
Silvercraft - SE Piston -	SV 4		SV 4			
Westland - SE Piston -	Westland Bell 47 G3 B-1		Bell 47			
Westland Helicopters - SE Piston -	Westland S 55 Series 1	(D)	WHS 55	X		
Westland Helicopters - SE Turbine -	Westland S 55 Series 3					



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