

How to obtain an ATPL in Belgium

This notice is for information only. It can be used as guidance and/or Awareness.

Applicability:

Licensing	All CPL holders
Medical	
Training organisation	
FSTD	

Aircraft Category:

Airplane <input checked="" type="checkbox"/>	Helicopter <input checked="" type="checkbox"/>	Sailplane <input type="checkbox"/>	Balloon <input type="checkbox"/>	Airship <input type="checkbox"/>
ULM <input type="checkbox"/>	Paramoteur <input type="checkbox"/>	RPAS <input type="checkbox"/>		

1. Introduction

This Information Notice describes the procedure “How to obtain an ATPL Licence in Belgium”. All legal references can be found in the European Regulation on Aircrew (EU 1178/2011).

For every section, there is an extract from the Regulation and an explanation of it.

In the European Regulation, the term “applicant” refers to a person who formally requests something.

2. Guidance and/or Awareness

2.1. Prerequisites

The prerequisites are the minimum requirements to be satisfied when starting the procedure for an ATPL. If the pilot does not fulfil these requirements, they must do the necessary to rectify this.

2.1.1. Extracts from the Regulation

FCL.510.A ATPL(A) - Prerequisites, experience and crediting

(a) Prerequisites. Applicants for an ATPL(A) shall hold:

- (1) An MPL; or
- (2) A CPL(A) and a multi-engine IR (ME/IR) for aeroplanes. In this case, the applicant shall also have received instruction in MCC.

FCL.510.H ATPL(H) - Prerequisites, experience and crediting

Applicants for an ATPL(H) shall:

- (a) hold a CPL(H) and a multi-pilot helicopter type rating and have received instruction in MCC;

2.1.2. Comments and/or explanation

- a. “Applicants ...shall hold” means that the applicant is holder at the time of the application of
 - i. In the case of an ATPL(A), a valid MPL (multi-crew pilot licence) or a valid CPL(A) and a valid ME/IR.
 - ii. In the case of an ATPL(H), a valid CPL(H) and a valid multi-pilot helicopter type rating

b. *“hold ... a multi-engine IR for aeroplanes” means that the applicant is holder at the time of the application of the IR rating on a Multi-engine aeroplane. This means IR endorsed on the licence for a multi-engine aeroplane or a multi-pilot multi-engine type rating.*

2.2. Minimum experience to apply for the ATPL licence

2.2.1. Extract from the Regulation:

FCL.510.A ATPL(A) - Prerequisites, experience and crediting

(b) Experience. Applicants for an ATPL(A) shall have completed a minimum of 1500 hours of flight time in aeroplanes, including at least:

- (1) 500 hours in multi-pilot operations on aeroplanes;
- (2) (i) 500 hours as PIC under supervision; or
(ii) 250 hours as PIC; or
(iii) 250 hours, including at least 70 hours as PIC, and the remaining as PIC under supervision;

FCL.510.H ATPL(H) - Prerequisites, experience and crediting

Applicants for an ATPL(H) shall:

(b) have completed as a pilot of helicopters a minimum of 1 000 hours of flight time including at least:

- (1) 350 hours in multi-pilot helicopters;
- (2) (i) 250 hours as PIC; or
(ii) 100 hours as PIC and 150 hours as PIC under supervision; or
(iii) 250 hours as PIC under supervision in multi-pilot helicopters. In this case, the ATPL(H) privileges shall be limited to multi-pilot operations only, until 100 hours as PIC have been completed;

2.2.2. Comments and/or explanation

- a. *“Multi-pilot operations on aeroplanes” means an operation requiring at least two pilots using multi-crew cooperation in either multi-pilot or single-pilot aeroplanes. Therefore the relevant experience can be built up on single-pilot aeroplanes. It must be noted that the ATPL(A) skill test shall be taken on a multi-pilot aeroplane, meaning an aeroplane certified for operation with a minimum crew of at least two pilots.*
- b. *“Multi-pilot helicopters” means a helicopter which is required to be operated with a co-pilot specified in the flight manual or by the air operator certificate or equivalent document.*
- c. *“PIC under supervision” or PICUS, means a co-pilot performing, under the supervision of the pilot-in-command, the duties and functions of a pilot-in-command. We need a PICUS letter of your airline. You will find a template letter on our website.*

2.3. Procedure for skill test

The pilots can only pass their skill test if they meet the prerequisites and have the minimum experience as required above. To pass the skill test, the pilot must contact a qualified examiner.

2.3.1. Extract from the regulation:

FCL.520.A ATPL(A) - Skill test

Applicants for an ATPL(A) shall pass a skill test in accordance with Appendix 9 to this Part to demonstrate the ability to perform, as PIC of a multi-pilot aeroplane under IFR, the relevant procedures and manoeuvres with the competency appropriate to the privileges granted.

FCL.520.H ATPL(H) - Skill test

Applicants for an ATPL(H) shall pass a skill test in accordance with Appendix 9 to this Part to demonstrate the ability to perform as PIC of a multi-pilot helicopter the relevant procedures and manoeuvres with the competency appropriate to the privileges granted.

2.3.2. Comments and/or explanation:

- a. The ATPL skill test may serve at the same time as a skill test for the issue of the licence and a proficiency check for the revalidation of the type rating for the aircraft used in the test and may be combined with the skill test for the issue of an MP type rating.*
- b. The ATPL skill test may not be used for the renewal of a type rating.*

3. Reference in legislation

Aircrew Regulation (EU 1178/2011), Annex I: PART-FCL: FCL.510.A, FCL.520.A, FCL.510.H and FCL.520.H.

4. Entry into force and cancellation

This notice replaces the note INFO/L-LIC/2018/003 "How to obtain an ATPL".

The entry into force of this notice is 6 of February 2020.

This notice remains valid until cancellation or a more current Information notice is issued by the BCAA.