

Information leaflet for STUDENT PILOTS / STUDENT PILOT LICENSE HOLDERS. Conversion requirements to continue pilot training for a PART-FCL conformal pilot license.

Validity of document:

Starting 08/04/2013

1. Privileges:

The Belgian national student pilot license permits solo flight (local, or navigation flights) performed by the student, under supervision of an instructor. Prior to 08/04/2013 the student pilot license had to be obtained before the first solo flight of the student.

There will be no more issue of student licenses, after the 8th of April 2013, by BCAA. Training licenses issued before the 8th of April 2013, will remain valid until their expiry date, with an ultimate validity of the 8th of April 2018.

2. Extra training required for students, who started their training according to JAR-FCL:

THEORETICAL TRAINING: The student may continue the theoretical pilot training at the same organization where the training was started. The training organization must be compliant with the ATO-requirements by the 8th of April 2014, if it was a JAR-FCL FTO (Flight Training Organization), or TRTO (Type Rating Training Organization). The training organization must be compliant with the ATO-requirements by the 8th of April 2015, if it was a JAR-FCL RF (Registered Facility), or a training organization that was limited to PPL-training.

After finishing the theoretical training, the ATO (Approved Training Organization) where the theoretical training was finished, must recommend the candidate for the official theoretical exams at an EU CAA (Civil Aviation Authority). This recommendation **will only be valid for 12 months**. Within that period, the candidate must have attempted at least 1 examination "paper". If this was not the case, the candidate must be reevaluated by the ATO, before being recommended again for the theoretical exam.

All theoretical exam papers **must be passed successfully within 18 months**, after the date the first attempt was taken. This leads to a "theory credit" that has a validity period of 2 years (LAPL/PPL), or 3 years (ATPL/CPL/IR) after the date the last theoretical exam paper was finished successfully. Within that period the associated practical training must be finished, with a practical skill-test and the according license requested.

Valid JAR-FCL theory credits will be fully credited to obtain a PART-FCL license.

PRACTICAL TRAINING: The student may continue the practical pilot training at the same organization where the training was started. This training organization must be compliant with the ATO-requirements by the 8th of April 2014 (for former JAR-FCL FTO and TRTO), or the 8th of April 2015 (for former JAR-FCL RF).

Practical training accumulated in compliance with JAR-FCL will be fully credited as relevant experience to obtain a PART-FCL license, if the training was not interrupted prior to/during/after the transition to the new legislation.

3. Skill-test:

After having received all the theoretical and practical training, and having passed all the theoretical exams the candidate will have to pass a skill-test according to PART-FCL requirements (largely comparable to JAR-FCL skill test requirements).

4. Medical fitness:

Additional medical assessment: No extra requirements to convert a valid JAR-FCL 3 compliant medical certificate Class 1 or 2, to an equivalent PART-FCL medical certificate.

The medical requirements have not changed significantly with PART-FCL for Class 1 and 2 medical certificates. Your medical certificate must be valid on the date the PART-FCL pilot license is issued. All JAR-FCL medical certificates must be replaced by PART-FCL conformal Class 1 and 2 before the 8th of April 2018.

5. English Language Proficiency:

Demonstrating language proficiency has become an obligation for the issuance of a pilot license (LAPL/PPL/CPL/MPL/APTL). The language proficiency, that needs to be demonstrated for a Belgian license, is **ENGLISH**. Every pilot must demonstrate English Language Proficiency, as of the 8th of April 2013, for the issuance, revalidation, or renewal of any Belgian PART-FCL compliant pilot license.

6. Forms to fill in:

No form needs to be filled in for a Student Pilot at the BCAA. However before each flight the standard document of the ATO must be filled in.

7. Fees:

No fee will be charged at the BCAA.

8. Dates:

Start: 08/04/2013

End: 08/04/2018

Belgian National student pilot licenses lose their validity by the 8th of April 2018, at the latest.

9. A random example:

Person X has begun the PPL(A)-training in an aeroclub (RF, or Registered Facility) and is the holder of a Belgian national student pilot license. This license expires on the 30th of June 2014. The medical license class 2 is valid until the 14th of May 2014. Person X will not be able to finish the theoretical training, nor practical training before the 8th of April 2013. What does person X have to do, to obtain a PART-FCL compliant license and SEP(A) rating?

1. Person X must finish the theoretical training in the pilot training organization (in this case a RF, that must be compliant with the ATO-requirements, before the 8th of April 2015).
2. Person X must be recommended by the ATO, for the theoretical exams at BCAA, or another EU CAA (aka competent authority) and has to attempt the first exam paper within 12 months. All exam papers must be finished successfully within 18 months after the first attempt. The theoretical exam credit remains valid for 2 years after the last theoretical exam paper was finished successfully.
3. Before the first solo flight, person X must renew his medical certificate , if applicable.
4. Person X must finish the practical training in his pilot training organization The practical training must be finished within the validity of the theoretical exams and **at the latest by the 8th of April 2016 for all trainings that were started prior to the 8th of April 2013.**
- 5.a. Person X must pass a skill-test according to PART-FCL standards, after the completion of theoretical and practical training and after successfully finishing all theoretical exam papers.
- 5.b. IMPORTANT: If Person X wishes to obtain a pilot license in another state, compared to where the training was performed, it is important that the examiner is acceptable to the competent authority (EU CAA), that will be responsible for the issuance of the license. The examiner must have had a briefing by the competent authority and approved by it, before this examiner can act as examiner for this competent authority.
6. Person X must demonstrate language proficiency in English, prior to applying for a PART-FCL compliant pilot license.
7. At BCAA, or other EU CAA a PART-FCL pilot license can be requested, upon filling in the correct application form (depends on the type of license) and submission of the following documents: Copy of the medical license, ELP certificate, proof of theory credit and the pilot log book, proving that all necessary training was completed, as well as the skill-test form and a proof of payment.

10. Some final tips and tricks, remarks, observations...

As of the 8th of April 2013, BCAA will no longer issue the Belgian national student license. This license was issued to ensure there would always be a license aboard every flight, so the student could identify him/herself at any time, during solo flights. PART-FCL, Subpart A, FCL.045 states the future documents to be carried on board every flight:

- A valid pilot license, accompanied by a valid medical certificate.
- In the case of a student (that does not hold a license yet), an instructor must release the student for every solo flight, using a standard release form, composed by the BCAA.
- A personal ID, with photo.
- The personal pilot log book of the pilot

All pilot training conform Jar-FCL started prior to the 8th of April 2013, must be finished by the 8th of April 2016 at the latest.

All JAR-FCL pilot training organization must be compliant with ATO requirements by the 8th of April 2015, at the latest (depending on the kind of training organization) and approved as an ATO (Approved Training Organization) by BCAA, or another EU CAA (also known as "competent authority"). Former JAR-FCL FTO and TRTO that wish not to comply with PART-ORA, may not provide any more pilot training after the 8th of April 2014. Former JAR-FCL RF that wish not to comply with PART-ORA, may not provide any more pilot training after the 8th of April 2015.

Pilot training organizations should inform BCAA and especially their students, in training during the transition period, of the decision not to pursue a PART-ORA ATO approval, well before the 8th of April 2014.

Training in multiple countries/ATO's: Training (theoretical and practical), obtaining a medical license, passing theoretical and practical exams, and finally applying for a license, are all considered separate aspects of obtaining a pilot's license in the new PART-FCL philosophy. All of the above may be performed under the supervision of different European CAA's (competent authorities) and at different pilot training organization. HOWEVER: If a pilot decides to perform all of the above mentioned aspects in different countries and in different ATO it is the responsibility of the candidate to provide the CAA responsible for the issuance of the pilot license with the full details that prove all training requirements were met and all papers are provided for the issuance of the license. Training must be performed in one continuous course (theoretical and practical to obtain a license, or rating).