



**BELGIAN CIVIL AVIATION AUTHORITY  
EUROPEAN UNION**

Information leaflet for **VALID BELGIAN NATIONAL SAILPLANE PILOT LICENCE** holders. Conversion requirements to obtain a PART-FCL Light Aircraft Pilot Licence LAPL(S) or a Sailplane Pilot Information leaflet for JAR-FCL licence holders with privileges

**Validity of document:**

Starting 08/04/2013

**1. Privileges:**

The privileges of JAR-FCL holders of a national rating were determined by the "circulaire" CIR/ FCL 27.

The privileges of national ratings can be converted into PART-FCL ratings if experience has been proven for the adequate rating. Compared to the national ratings, the pilot will be able to cross the Belgian national borders and exercise his privileges throughout Europe.

**2. Conditions:**

To be eligible for the conversion of a valid Belgian national rating, the candidate must meet the following requirement:

Signing a statement of honor, in which the candidate confirms he/she is familiar with the legislation EU 1178/2011, especially the requirements, privileges and validity requirements of the additional ratings he possesses.

**3. Extra training required for the conversion of the license and ratings:**

Additional theoretical training: Not required

Additional practical training: Not required

**4. Exams:**

Additional theoretical test: Not required

Additional practical skill-test: Not required

**5. Medical fitness:**

Additional medical assessment: None required to convert a valid JAR-FCL 3 compliant medical certificate Class 1 or 2

The medical requirements have not changed significantly with PART-MED 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 3 medical certificates must be replaced by PART-MED conformal Class 1 and 2, before the 8<sup>th</sup> of April 2018.

**6. 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 or FRENCH or DUTCH**. Every pilot must demonstrate a Language Proficiency, as of the 8<sup>th</sup> of April 2013, for the issue, revalidation, or renewal of any Belgian PART-FCL compliant pilot license.

**7. Forms to fill in:**

BCAA Form **Conversion of a JAR-FCL licence** (Application for Part-FCL pilot licence - Conversion of JAR licence (PDF, 294.79kb)) . There is a specific section regarding the additional Ratings (Sections 7 and 8).

Supporting documentation required with the application: There must be a proof for every rating. This may be a copy of the logbook as well as Certificate of completion.

#### 7. Fees:

The standard fee for the initial issue of a license is charged.

#### 8. Dates:

Start: 08/04/2013

End: 08/04/2015

#### 9. Some final tips and tricks, remarks, observations...

One of the differences the license holder will notice, is that the PART-FCL license no longer has an expiry date (all Belgian national licenses have/had a validity limited to 5 years). A PART-FCL pilot's license is valid for life, but it's validity will be effectively limited by the medical license, the validity of the ratings and the recency requirements.

Application for the PART FCL additional ratings.. As the additional ratings are Belgian national ratings, it is **the responsibility of the pilot** to start the application procedure for the conversion of the ratings to a PART-FCL compliant licence and ratings at the Belgian CAA.

The application for additional ratings will automatically convert your JAR-FCL Licence into a PART-FCL Licence.

Application for the PART-FCL compliant licence and additional ratings. Licence holders may apply for a conversion from the 8<sup>th</sup> of April 2013 **until the 7<sup>th</sup> of April 2015 at the latest**, at the Belgian CAA. This will allow sufficient margin to process all demands by the deadline at which all actual Belgian PPL licences must be converted in PART-FCL compliant licences.

Validity of the actual national ratings. The actual national ratings will remain valid (at the latest) until the 7<sup>th</sup> of April 2014. However, before the 8<sup>th</sup> of April 2014, all ratings have to be converted into PART-FCL licences! You may no longer fly with a national rating after that date.

A JAR-FCL 3 compliant medical certificate is valid until the 8<sup>th</sup> of April 2018 at the latest. All medical certificates must be converted in PART-FCL medical certificates. Flying with a JAR-FCL 3 compliant medical certificate will no longer be allowed, after the 8<sup>th</sup> of April 2018.

The additional ratings are allowed on the PPL(A) as well as on the LAPL(A).

If the candidate also holds an FI certificate and can prove that he has passed the test to teach for an additional rating as set in CIR/FCL 27, the FI certificate will be extended with the privileges to teach the additional rating.