

**ANNEX III**

**CONDITIONS FOR THE ACCEPTANCE OF LICENCES ISSUED BY OR ON BEHALF OF THIRD COUNTRIES**

**A. VALIDATION OF LICENCES**

**General**

1. A pilot licence issued in compliance with the requirements of Annex 1 to the Chicago Convention, may be validated by MCAA. Pilots shall apply to MCAA.
2. The period of validation of a licence shall not exceed 1 year, provided that the basic licence remains valid.

This period may only be extended once, during the validation period, the pilot has applied, or is undergoing training, for the issuance of a licence in accordance with Part-FCL. This extension shall cover the period of time necessary for the licence to be issued in accordance with Part-FCL.

The holders of a licence accepted by MCAA shall exercise their privileges in accordance with the requirements stated in Part-FCL.

**Pilot licences for commercial air transport and other commercial activities**

3. In the case of pilot licences for commercial air transport and other commercial activities, the holder shall comply with the following requirements:
  - (a) complete, as a skill test, the type or class rating revalidation requirements of Part-FCL relevant to the privileges of the licence held;
  - (b) demonstrate that he/she has acquired knowledge of the relevant parts of the operational requirements and Part-FCL;
  - (c) demonstrate that he/she has acquired knowledge of English in accordance with FCL.055;
  - (d) hold a valid Class 1 medical certificate, issued in accordance with Part-Medical;
  - (e) in the case of aeroplanes, comply with the experience requirements set out in the following table:

Licence held (1)	Total flying hours experience (2)	Privileges (3)	
ATPL(A)	> 1 500 hours as PIC on multi- pilot aeroplanes	Commercial air transport in multi- pilot aeroplanes as PIC	(a)
ATPL(A) or CPL(A)/IR (*)	> 1 500 hours as PIC or co-pilot on multi-pilot aeroplanes according to operational requirements	Commercial air transport in multi- pilot aeroplanes as co-pilot	(b)
CPL(A)/IR	> 1 000 hours as PIC in commercial air transport since gaining an IR	Commercial air transport in single-pilot aeroplanes as PIC	(c)
CPL(A)/IR	> 1 000 hours as PIC or as co-pilot in single-pilot aeroplanes according to operational requirements	Commercial air transport in single-pilot aeroplanes as co-pilot according to Part-OPS	(d)
ATPL(A), CPL (A)/IR, CPL(A)	> 700 hours in aeroplanes other than TMGs, including 200 hours in the activity role for which acceptance is sought, and 50 hours in that role in the last 12 months	Exercise of privileges in aeroplanes in operations other than commercial air transport	(e)
CPL(A)	> 1 500 hours as PIC in commercial air transport including 500 hours on seaplane operations	Commercial air transport in single-pilot aeroplanes as PIC	(f)

(\*) CPL (A)/IR holders on multi-pilot aeroplanes shall have demonstrated ICAO ATPL (A) level knowledge before acceptance.

(f) in the case of helicopters, comply with the experience requirements set out in the following table:

Licence held (1)	Total flying hours experience (2)	Privileges (3)	
ATPL(H) valid IR	> 1 000 hours as PIC on multi- pilot helicopters	Commercial air transport in multi- pilot helicopters as PIC in VFR and IFR operations	(a)
ATPL(H) no IR privileges	> 1 000 hours as PIC on multi- pilot helicopters	Commercial air transport in multi- pilot helicopters as PIC in VFR operations	(b)
ATPL(H) valid IR	> 1 000 hours as pilot on multi- pilot helicopters	Commercial air transport in multi- pilot helicopters as co-pilot in VFR and IFR operations	(c)
ATPL(H) no IR privileges	> 1 000 hours as pilot on multi- pilot helicopters	Commercial air transport in multi- pilot helicopters as co-pilot in VFR operations	(d)
CPL(H)/IR (*)	> 1 000 hours as pilot on multi- pilot helicopters	Commercial air transport in multi- pilot helicopters as co-pilot	(e)
CPL(H)/IR	> 1 000 hours as PIC in commercial air transport since gaining an IR	Commercial air transport in single-pilot helicopters as PIC	(f)
ATPL(H) with or without IR privileges, CPL(H)/IR, CPL(H)	> 700 hours in helicopters other than those certificated under CS-27/29 or equivalent, including 200 hours in the activity role for which acceptance is sought, and 50 hours in that role in the last 12 months	Exercise of privileges in helicopters in operations other than commercial air transport	(g)
(*) CPL (H)/IR holders on multi-pilot helicopters shall have demonstrated ICAO ATPL level knowledge before acceptance.			

#### **Pilot licences for non-commercial activities with an instrument rating**

4. In the case of private pilot licences with an instrument rating, or CPL and ATPL licences with an instrument rating where the pilot intends only to exercise private pilot privileges, the holder shall comply with the following requirements:
  - (a) complete the skill test for instrument rating and the type or class ratings relevant to the privileges of the licence held, in accordance with Appendix 7 and Appendix 9 to Part-FCL;
  - (b) demonstrate that he/she has acquired knowledge of Air Law, Aeronautical Weather Codes, Flight Planning and Performance (IR), and Human Performance;
  - (c) demonstrate that he/she has acquired knowledge of English in accordance with FCL.055;
  - (d) hold at least a valid Class 2 medical certificate issued in accordance with Annex 1 to the Chicago Convention;
  - (e) have a minimum experience of at least 100 hours of instrument flight time as pilot-in-command in the relevant category of aircraft.

#### **Pilot licences for non-commercial activities without an instrument rating**

5. In the case of private pilot licences, or CPL and ATPL licences without an instrument rating where the pilot intends only to exercise private pilot privileges, the holder shall comply with the following requirements:
  - (a) demonstrate that he/she has acquired knowledge of Air Law and Human Performance;
  - (b) pass the PPL skill test as set out in Part-FCL;
  - (c) fulfil the relevant requirements of Part-FCL for the issuance of a type or class rating as relevant to the privileges of the licence held;
  - (d) hold at least a Class 2 medical certificate issued in accordance with Annex 1 to the Chicago Convention;
  - (e) demonstrate that he/she has acquired language proficiency in accordance with FCL.055;
  - (f) have a minimum experience of at least 100 hours as pilot in the relevant category of aircraft.

### **Validation of pilot licences for specific tasks of limited duration**

6. Notwithstanding the provisions of the paragraphs above, in the case of manufacturer flights, MCAA may accept a licence issued in accordance with Annex 1 to the Chicago Convention by a third country for a maximum of 12 months for specific tasks of limited duration, such as instruction flights for initial entry into service, demonstration, ferry or test flights, provided the applicant complies with the following requirements:
  - (a) holds an appropriate licence and medical certificate and associated ratings or qualifications issued in accordance with Annex 1 to the Chicago Convention;
  - (b) is employed, directly or indirectly, by an aircraft manufacturer.

In this case, the privileges of the holder shall be limited to performing flight instruction and testing for initial issue of type ratings, the supervision of initial line flying by the operators' pilots, delivery or ferry flights, initial line flying, flight demonstrations or test flights.

### **B. CONVERSION OF LICENCES**

1. A PPL/BPL/SPL, a CPL or ATPL licence issued in compliance with the requirements of Annex 1 to the Chicago Convention may be converted into a Part-FCL PPL/BPL/SPL with a single-pilot class or type rating by MCAA. The pilot shall apply to MCAA.
2. The holder of the licence shall comply with the following minimum requirements, for the relevant aircraft category:
  - (a) pass a written examination in Air Law and Human Performance;
  - (b) pass the PPL, BPL or SPL skill test, as relevant, in accordance with Part-FCL;
  - (c) fulfil the requirements for the issue of the relevant class or type rating, in accordance with Subpart H;
  - (d) hold at least a Class 2 medical certificate, issued in accordance with Part-Medical;
  - (e) demonstrate that he/she has acquired language proficiency in accordance with FCL.055;
  - (f) have completed at least 100 hours of flight time as a pilot.

### **C. ACCEPTANCE OF CLASS AND TYPE RATINGS**

1. A valid class or type rating contained in a licence issued by a third country may be inserted in a Part-FCL licence provided that the applicant:
  - (a) complies with the experience requirements and the prerequisites for the issue of the applicable type or class rating in accordance with Part-FCL;
  - (b) passes the relevant skill test for the issue of the applicable type or class rating in accordance with Part-FCL;
  - (c) is in current flying practice;
  - (d) has no less than:
    - (i) for aeroplane class ratings, 100 hours of flight experience as a pilot in that class;
    - (ii) for aeroplane type ratings, 500 hours of flight experience as a pilot in that type;
    - (iii) for single-engine helicopters with a maximum certificated take-off mass of up to 3 175 kg, 100 hours of flight experience as a pilot in that type;
    - (iv) for all other helicopters, 350 hours of flight experience as a pilot in that class.