Republic of Latvia

Cabinet

Regulation No. 754

Adopted 16 November 2021

**Regulations Regarding Certification of Civil Aviation Flight Crew Members**

*Issued pursuant to*

*Section 30, Paragraph two and Section 32, Paragraph four of the law On Aviation*

**1. General Provisions**

1. The Regulation prescribes:

1.1. the procedures by which the licence of the civil aviation personnel – a civil aviation aircraft flight crew (hereinafter – the flight crew) member – shall be issued;

1.2. the requirements for the receipt of a flight crew member licence and for maintaining the rating.

2. Terms used in this Regulation:

2.1. differences training – training on differences between aircrafts (within the scope of the same class or type) during which additional theoretical knowledge on the aircraft and practical skills are acquired by conducting training flights;

2.2. Part-BFCL licence – the licence referred to in Article 2(14) of Commission Regulation (EU) No 2018/395 of 13 March 2018 laying down detailed rules for the operation of balloons as well as for the flight crew licensing for balloons pursuant to Regulation (EU) 2018/1139 of the European Parliament and of the Council (hereinafter – Regulation No 2018/395);

2.3. Part-FCL licence – the licence referred to in Article 2(1) of Commission Regulation (EU) No 1178/2011 of 3 November 2011 laying down technical requirements and administrative procedures related to civil aviation aircrew pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council (hereinafter – Regulation No 1178/2011);

2.4. cross-country flight – a flight between a point of departure and a point of arrival following a pre-planned route, using standard navigation procedures;

2.5. route sector – a flight comprising take-off, departure, cruise of not less than 15 minutes, arrival, approach and landing phases;

2.6. pilotʼs logbook – a document where a flight crew member records information on all flights conducted while acting as a flight crew member, including training flights and practical examinations conducted in an aircraft and a flight simulation training device (hereinafter – the simulator);

2.7. practical examination – a test of practical skills in one of the following ways:

2.7.1. a skill test (including demonstration of theoretical knowledge) – demonstration of the skills required for the issuance of the licence or rating of a flight crew member;

2.7.2. a proficiency check (including demonstration of theoretical knowledge) – demonstration of the skills required for the revalidation or renewal of rating;

2.7.3. an assessment of competence – demonstration of the skills required for the issuance, the revalidation and renewal of the rating of an instructor and an examiner;

2.8. certified training organisation – a training organisation which has been certified in accordance with the regulations regarding the procedures for the certification of the providers of training of civil aviation aircraft flight crew members;

2.9. Part-SFCL licence – the licence referred to in Article 2(12) of Commission Implementing Regulation (EU) 2018/1976 of 14 December 2018 laying down detailed rules for the operation of sailplanes as well as for the flight crew licensing for sailplanes pursuant to Regulation (EU) 2018/1139 of the European Parliament and of the Council (hereinafter – Regulation No 2018/1976);

2.10. theoretical examination – a test of theoretical knowledge required for the receipt of a flight crew member licence.

3. The regulation shall apply to persons who:

3.1. wish to obtain a flight crew member licence with an appropriate rating which gives the privilege to conduct flights with the aircrafts referred to in Annex I to Regulation (EU) 2018/1139 of the European Parliament and of the Council of 4 July 2018 on common rules in the field of civil aviation and establishing a European Union Aviation Safety Agency, and amending Regulations (EC) No 2111/2005, (EC) No 1008/2008, (EU) No 996/2010, (EU) No 376/2014 and Directives 2014/30/EU and 2014/53/EU of the European Parliament and of the Council, and repealing Regulations (EC) No 552/2004 and (EC) No 216/2008 of the European Parliament and of the Council and Council Regulation (EEC) No 3922/91 (hereinafter – Regulation No 2018/1139), or wish to obtain the flight engineer licence with an appropriate aircraft category and type rating which gives the privilege to operate the machinery and equipment of such aircraft type under the guidance and supervision of a pilot-in-command;

3.2. wish to obtain a flight crew member licence with an appropriate rating in accordance with the requirements of Annex I to Commission Regulation No 1178/2011, Annex III to Regulation No 2018/395, and Annex III to Regulation No 2018/1976.

4. Within the meaning of point FCL.001 of Annex I to Commission Regulation No 1178/2011, point BFCL.005 of Annex III to Regulation No 2018/395, and point SFCL.005 of Annex III to Regulation No 2018/1976, the competent authority is the State agency Civil Aviation Agency (hereinafter – the Civil Aviation Agency).

5. The Civil Aviation Agency shall:

5.1. issue the following flight crew member licences to the persons referred to in Sub-paragraph 3.1 of this Regulation:

5.1.1. the leisure pilot licence and the flight engineer licence in accordance with the sample indicated in Annex 1 to this Regulation;

5.1.2. the national attachment of the Part-FCL licence in accordance with the sample indicated in Annex 2 to this Regulation;

5.2. issue the Part-FCL licence, the Part-BFCL licence, or the Part-SFCL licence to the persons referred to in Sub-paragraph 3.2 of this Regulation in accordance with the requirements of Appendix 1 to Part-ARA of Annex VI to Regulation No 1178/2011.

6. A person may receive the leisure pilot licence:

6.1. with a basic rating which gives the privilege to conduct flights with an aircraft of the following class:

6.1.1. UL(A) (land), UL(A) (sea) – land or sea aeroplane which is equipped with one engine (except for turbo-prop and turbo-jet) and conforms to the criteria laid down in point (c) or (e) of Annex I to Regulation No 1139/2018 and on board of which not more than two persons, including the pilot, are present during the flight (hereinafter – the ultralight land or sea aeroplane);

6.1.2. UL(H) – a single-seater or two-seater helicopter which conforms to the criteria laid down in point (c) or (e) of Annex I to Regulation No 1139/2018 (hereinafter – the ultralight helicopter);

6.1.3. UL(S) – a single-seater or two-seater sailplane which conforms to the criteria laid down in point (c) or (e) of Annex I to Regulation No 1139/2018 (hereinafter – the ultralight sailplane);

6.1.4. HG – a hang glider which conforms to the criteria laid down in point (c) or (e) of Annex I to Regulation No 1139/2018 (hereinafter – the hang glider);

6.1.5. MHG(land), MHG(sea) – a single-seater or two-seater land or sea motor hang glider which conforms to the criteria laid down in point (c) or (e) of Annex I to Regulation No 1139/2018 (hereinafter – the land or sea motor hang glider);

6.1.6. GYR – a gyroplane which conforms to the criteria laid down in point (f) of Annex I to Regulation No 1139/2018 (hereinafter – the gyroplane);

6.2. with an additional rating in the relevant aircraft class:

6.2.1. with the ABTR rating which gives the privilege to conduct acrobatic flights;

6.2.2. with the SPTR rating which gives the privilege to sailplane towing;

6.2.3. with the BRTR rating which gives the privilege to banner towing.

7. A person may receive the flight engineer licence with a rating which gives the privilege to fly aircraft of the following categories:

7.1. (A) – aeroplane with a type indication;

7.2. (H) – helicopter with a type indication.

8. A person may receive the national attachment to the Part-FCL licence with a type rating giving the privilege to fly an aircraft which conforms to the criteria laid down in point (a), (b), or (d) of Annex I to Regulation No 1139/2018 or an aircraft which conforms to the criteria laid down in point (c) of Annex I to Regulation No 1139/2018, if they are equipped with a turbo-prop or turbo-jet, or on board of which three or more persons, including the pilot, are present during the flight. Type ratings are divided into the following groups:

8.1. a Group A type rating gives the privilege to conduct flights with a single-pilot single-engine (piston) aeroplane, helicopter, or single-engine (turbine-powered) helicopter;

8.2. a Group B type rating gives the privilege to conduct flights with a single-pilot single-engine (turbo-prop) aeroplane or multi-engine (piston) aeroplane;

8.3. a Group C type rating gives the privilege to conduct flights with a single-pilot single-engine (turbo-jet) aeroplane, single-pilot multi-engine (turbo-prop or turbo-jet) aeroplane, multi-pilot single-engine aeroplane, or single-pilot multi-engine (turbine-powered) helicopter;

8.4. a Group D type rating gives the privilege to conduct flights with a multi-pilot helicopter.

9. A holder of the flight crew member licence referred to in Paragraph 5 of this Regulation may obtain the rating of an instructor and the rating of an examiner in accordance with the requirements laid down in this Regulation and in Regulation No 1178/2011, Regulation No 2018/395, or Regulation No 2018/1976 accordingly.

10. The flight crew member licences referred to in Paragraph 5 of this Regulation and the ratings referred to in Paragraph 6 of this Regulation shall be valid for an indefinite period of time and shall remain valid for as long as the flight crew member conforms to the requirements of this Regulation.

11. The term of validity of the ratings of a flight engineer referred to in Paragraph 7 of this Regulation shall be one year.

12. The term of validity of the type ratings referred to in Paragraph 8 of this Regulation shall be one year, except for the term of validity of Group A and B type ratings in the category “single-pilot single-engine aeroplane” – the term of validity of these ratings shall be two years.

13. The term of validity of the rating of an instructor and the rating of an examiner shall be three years insofar as it is not in contradiction with the requirements of Regulation No 1178/2011, Regulation No 2018/395, and Regulation No 2018/1976.

14. The term of validity of the ratings referred to in this Regulation shall be the last date of the relevant month.

15. A flight crew member shall enter information in the pilot’s logbook on each flight conducted, training flight, and practical examination conducted in the aircraft and the simulator in accordance with the requirements referred to in Annex 3 to this Regulation. The entry in the pilotʼs logbook shall be authenticated accordingly by the signature of:

15.1. the flight crew member – each flight that is not a training or skill test/proficiency check;

15.2. the instructor – each training flight held (including the training flight and the refresher training of flight skills conducted within the scope of the differences training) in an aircraft and the simulator;

15.3. the examiner – each practical examination held in the aircraft and the simulator.

16. A flight crew member, including a student pilot, shall be responsible for the veracity and timeliness of the entries made in the pilot’s logbook, i.e. an entry on each flight conducted must be made not later than before the next flight.

**2. Procedures for the Issuance of a Flight Crew Member Licence**

17. In order to obtain the flight crew member licence referred to in Paragraph 5 of this Regulation with a relevant rating, the applicant shall submit an application (Annex 4) to the Civil Aviation Agency. The application shall be submitted not later than six months after passing of the practical examination for obtaining a licence or rating. The following documents shall accompany the application:

17.1. a copy of a personal identification document;

17.2. a copy of a valid medical certificate or medical statement (by presenting the original) (according to the requirements for obtaining the relevant flight crew member licence);

17.3. a notarised consent of at least one parent or guardian for the receipt of the flight crew member licence if the application is submitted by a person who has not attained 18 years of age;

17.4. a certification issued by a certified training organisation on the acquisition of the training course programme in theoretical knowledge and practical flights (according to the requirements for obtaining the relevant flight crew member licence and rating). The training course programme completed by the applicant and also the information on the number of training flights conducted shall be indicated in the abovementioned certification;

17.5. a copy of the pilotʼs logbook (by presenting the original) with records attesting the flight experience of the applicant in the aircraft and the simulator (according to the requirements for obtaining the relevant flight crew member licence and rating), including records on:

17.5.1. conducting of training flights;

17.5.2. passing of practical examinations;

17.6. a document (statement) issued by the competent authority of another country which includes information on training courses, completed training course programmes, and passed theoretical examinations (according to the requirements for obtaining the relevant flight crew member licence and rating), and also a copy of the activity certificate issued by a certified training organisation if theoretical or practical training has been completed or examinations have been passed in another country;

17.7. a certificate attesting that the English language proficiency of the applicant conforms to at least the operational level (Level 4) in accordance with the requirements of point FCL.055 of Annex I to Regulation No 1178/2011;

17.8. a sample form signed by the flight examiner on the passing of the examination after completion of the training course which is required for the receipt of the relevant flight crew member licence or rating.

18. The licence referred to in Sub-paragraph 17.7 of this Regulation may be issued by a language-testing organisation which has been approved by the aviation competent authority of a European Union Member State or the European Union Aviation Safety Agency in accordance with the requirements of point FCL.055 of Annex I to Regulation No 1178/2011.

19. If an applicant for the leisure pilot licence does not have the document referred to in Sub-paragraph 17.7 of this Regulation, the leisure pilot licence shall be issued with a restriction that it is permitted to conduct flights only in an air space where mandatory maintaining of radio communication is not specified.

20. If a person to whom the flight crew member licence of another country has been issued is applying for the flight crew member licence referred to in Paragraph 5 of this Regulation, the application shall be examined in accordance with the regulations regarding recognition of the flight crew personnel licence of a foreign civil aviation aircraft.

21. If the information indicated in the application is incomplete or all the documents referred to in Paragraph 17 of this Regulation have not been submitted, the Civil Aviation Agency shall request the applicant to clarify the submitted information and to submit the missing documents within 10 working days.

22. After receipt of the application and the relevant documents referred to in Paragraph 17 of this Regulation, the Civil Aviation Agency shall take the decision to issue the flight crew member licence or to refuse to issue the licence in accordance with the procedures laid down in the Administrative Procedure Law.

23. The Civil Aviation Agency shall take the decision to refuse to issue the flight crew member licence or to include a new rating in the licence if the applicant:

23.1. fails to meet the requirements referred to in Paragraph 21 of this Regulation;

23.2. fails to conform to the requirements laid down for obtaining the flight crew member licence or rating laid down in this Regulation or Regulation No 1178/2011, Regulation No 2018/395, or Regulation No 2018/1976 accordingly;

23.3. has provided false information in the application or the documents appended thereto;

23.4. has provided false information to an examiner appointed by the Civil Aviation Agency on the completion of the necessary training course programme before taking of the practical examination.

24. Prior to the receipt of the flight crew member licence, the person shall pay for the relevant paid service of the Civil Aviation Agency according to the approved price list for public paid services.

25. In accordance with Section 6, Paragraph two, Clause 5 and Paragraph five of the law On Aviation in relation to flight crew members, including applicants for a flight crew member (from the moment when the person has received the health certificate referred to in Sub-paragraph 17.2 of this Regulation in which the Republic of Latvia is the indicated issuing country of the flight crew member licence), the Civil Aviation Agency may take the decision:

25.1. to cancel the results of theoretical knowledge or practical examinations;

25.2. to re-take theoretical knowledge or practical examinations not earlier than 12 months from the day when the decision referred to in Sub-paragraph 25.1 of this Regulation was taken;

25.3. to suspend the flight crew member licence for a period of up to 12 months or to cancel it;

25.4. to prohibit the obtaining of the flight crew member licence for up to 12 months.

26. The decision of the Civil Aviation Agency which has been taken in accordance with this Regulation may be appealed in accordance with the procedures laid down in Section 6, Paragraph five of the law On Aviation.

27. If the Civil Aviation Agency revokes or suspends the licence in accordance with Section 6, Paragraph two, Clause 5 of the law On Aviation, the flight crew member shall submit the licence to the Civil Aviation Agency within three working days after notification of the relevant decision.

**3. Requirements for Obtaining the Leisure Pilot Licence and Rating**

**3.1. General Requirements**

28. The leisure pilot licence with one or several ratings referred to in Sub-paragraphs 6.1 and 6.2 of this Regulation may been obtained by a person who has attained:

28.1. 17 years of age – for flights in the ultralight land or sea aeroplane, ultralight helicopter, or gyroplane;

28.2. 16 years of age – for flights in the ultralight sailplane, hang glider, or motor hang glider.

29. In order to obtain the leisure pilot licence with the relevant rating, the applicant shall acquire theoretical knowledge and shall conduct training flights at a certified training organisation according to its training course programme, and also shall take theoretical examinations in accordance with the requirements of Chapter 10 of this Regulation and the practical examination (skill test) in accordance with the requirements of Chapter 11 of this Regulation.

30. A leisure pilot who has received a licence in accordance with the procedures laid down in this Regulation may conduct a flight with a passenger if:

30.1. he or she has completed at least 10 hours of flight time as a pilot-in-command;

30.2. he or she has conducted at least three take-offs and landings with an aircraft of the same class within the last 90 days.

**3.2. Requirements for Obtaining UL(A) (Land) or UL(A) (Sea) Rating**

31. In order to obtain the UL(A) (land) or UL(A) (sea) rating, an applicant shall complete at least 30 hours of flight instruction with the ultralight land or sea aeroplane accordingly whereof 25 hours of flight instruction shall be completed with such type of the ultralight land or sea aeroplane with which the skill test is taken, including:

31.1. 15 hours of dual flight instruction;

31.2. six solo hours of flight instruction under the supervision of a flight instructor, including at least three hours of solo cross-country flight time whereof one solo cross-country flight shall be of at least 150 kilometres with one landing and a full-stop landing at an aerodrome which is not the departure aerodrome of the aircraft.

32. In order for the leisure pilot who has a licence with a valid UL(A) (land) rating to obtain a UL(A) (sea) rating or for the leisure pilot who has a licence with a valid UL(A) (sea) rating to obtain a UL(A) (land) rating, he or she shall complete the relevant training course programme of a certified training organisation within the scope of which he or she shall complete at least three hours of dual flight instruction.

33. If an applicant who wishes to obtain the UL(A) (land) or UL(A) (sea) rating has flight experience with a helicopter, sailplane, or gyroplane as a pilot-in-command, part of the hours of training instruction referred to in Paragraph 31 of this Regulation may be credited towards obtaining of the abovementioned qualification in conformity with the following conditions:

33.1. the amount of the hours of flight instruction to be credited is determined by a certified training organisation in which the applicant is acquiring a training course programme on the basis of a pre-entry flight test evaluation;

33.2. the amount of the hours of flight instruction to be credited does not exceed the total number of hours of flight instruction as a pilot-in-command;

33.3. the amount of the hours of flight instruction to be credited does not exceed 50 % of the number of hours of flight instruction referred to in Paragraph 31 of this Regulation;

33.4. the requirements referred to in Sub-paragraph 31.2 of this Regulation are fully met.

34. In order to maintain the UL(A) (land) or UL(A) (sea) rating, the leisure pilot shall, within a period of 24 months, complete at least 12 hours of flight time with the ultralight land aeroplane or ultralight sea aeroplane as a pilot-in-command, including:

34.1. conduct 12 take-offs and landings;

34.2. together with a flight instructor conduct a refresher training of flight skills of at least one hour which includes abnormal and emergency procedures.

35. The refresher training of flight skills in the ultralight land aeroplane may be omitted if the leisure pilot has passed the proficiency check for the class or type rating, the skill test, or the assessment of competence in the land aeroplane of any class or type. The refresher training of flight skills in the ultralight sea aeroplane may be omitted if the leisure pilot has passed the proficiency check for the class or type rating, the skill test, or the assessment of competence in the sea aeroplane of any class or type.

36. If the UL(A) (land) or UL(A) (sea) rating is not maintained in accordance with the procedures referred to in Paragraph 34 of this Regulation, the leisure pilot shall fulfil one of the following requirements before exercising the privileges given by the rating:

36.1. conduct flights with a flight instructor or solo flights under the supervision of a flight instructor in accordance with Paragraph 34 of this Regulation;

36.2. complete the proficiency check.

37. If the leisure pilot has a licence with a valid UL(A) (land) and UL(A) (sea) rating, the leisure pilot shall, in order to maintain both abovementioned qualifications, fulfil the requirements referred to in Paragraph 34 of this Regulation with the ultralight land or sea aeroplane or in combination with both aircrafts, including complete at least one hour with each aircraft class as a pilot-in-command and conduct six take-offs and landings.

38. The leisure pilot who has received a licence with the UL(A) (land) or UL(A) (sea) rating has the privilege to conduct flights on an aeroplane of another type of the relevant class which was not used in the skill test if he or she has completed the differences training.

**3.3. Requirements for Obtaining UL(H) Rating**

39. In order to obtain a UL(H) rating, an applicant shall complete at least 40 hours of flight instruction with the ultralight helicopter whereof at least 35 hours of flight instruction are completed with such type of the ultralight helicopter with which the skill test is taken, including:

39.1. 20 hours of dual flight instruction;

39.2. 10 solo hours of flight instruction under the supervision of a flight instructor, including at least five hours of solo cross-country flight time whereof one cross-country flight shall be of at least 150 kilometres with one landing and a full-stop landing at an aerodrome which is not the departure aerodrome of the aircraft.

40. If an applicant who wishes to obtain the UL(H) rating has flight experience with an aeroplane, sailplane, or gyroplane as a pilot-in-command, part of the hours of training instruction referred to in Paragraph 39 of this Regulation may be credited towards obtaining of the abovementioned qualification in conformity with the following conditions:

40.1. the amount of the hours of flight instruction to be credited is determined by a certified training organisation in which the applicant is acquiring a training course programme on the basis of a pre-entry flight test evaluation;

40.2. the amount of the hours of flight instruction to be credited does not exceed the total number of hours of flight instruction as a pilot-in-command;

40.3. the amount of the hours of flight instruction to be credited does not exceed 50 % of the number of hours of flight instruction referred to in Paragraph 39 of this Regulation;

40.4. the requirements referred to in Sub-paragraph 39.2 of this Regulation are fully met.

41. In order to maintain the UL(H) rating, the leisure pilot shall, within a period of 12 months, complete at least six hours of flight time in the ultralight helicopter as a pilot-in-command, including:

41.1. conduct six take-offs and landings;

41.2. together with a flight instructor conduct a refresher training of flight skills of at least one hour which includes abnormal and emergency procedures.

42. The refresher training of flight skills in the ultralight helicopter may be omitted if the leisure pilot has passed the proficiency check, the skill test, or the assessment of competence in a helicopter of any type.

43. If the UL(H) rating is not maintained in accordance with the procedures referred to in Paragraph 41 of this Regulation, the leisure pilot shall fulfil one of the following requirements before exercising the privileges given by the rating:

43.1. conduct flights with a flight instructor or solo flights under the supervision of a flight instructor in accordance with Paragraph 41 of this Regulation;

43.2. complete the proficiency check.

44. The leisure pilot who has received a licence with the UL(H) rating has the privilege to conduct flights in the ultralight helicopter of another type or another chassis type which was not used in the skill test if he or she has completed the differences training.

**3.4. Requirements for Obtaining UL(S) Rating**

45. In order to obtain the UL(S) rating, the applicant shall complete at least 15 hours of flight instruction in the ultralight sailplane, including:

45.1. 10 hours of dual flight instruction. Flights shall be conducted with the ultralight sailplane with which the skill test is taken;

45.2. two solo hours of flight instruction under the supervision of a flight instructor;

45.3. conduct at least 45 landing and launching manoeuvres;

45.4. conduct one solo cross-country flight of at least 50 kilometres under the supervision of a flight instructor or at least one dual cross-country flight of 100 kilometres.

46. It shall be permitted to conduct the dual cross-country flight referred to in Sub-paragraph 45.4 of this Regulation with the universal ultralight powered sailplane.

47. If an applicant who wishes to obtain the UL(S) rating has flight experience with an aeroplane, helicopter, or gyroplane as a pilot-in-command, part of the hours of training instruction referred to in Paragraph 45 of this Regulation may be credited towards obtaining of the abovementioned qualification in conformity with the following conditions:

47.1. the amount of the hours of flight instruction to be credited is determined by a certified training organisation in which the applicant is acquiring a training course programme on the basis of a pre-entry flight test evaluation;

47.2. the amount of the hours of flight instruction to be credited does not exceed 10 % of the total number of hours of flight as a pilot-in-command;

47.3. not more than seven hours of flight instruction and 10 landing and launching manoeuvres are credited;

47.4. the requirements referred to in Sub-paragraphs 45.2 and 45.4 of this Regulation are fully met.

48. The leisure pilot who has received a licence with the UL(S) rating may conduct flights on the sailplane with another take-off method than used in the skill test if he or she fulfils the following requirements:

48.1. conducts10 take-offs of dual flight instruction and five solo take-offs of flight instruction under the supervision of a flight instructor in the case of winch launch or car launch of the sailplane;

48.2. conducts five take-offs of dual flight instruction and five solo take-offs of flight instruction under the supervision of a flight instructor in the case of self-launch or aeroplane launch of the sailplane;

48.3. conducts three take-offs of dual flight instruction or three solo take-offs of flight instruction under the supervision of a flight instructor in the case of a bungee launch of the sailplane.

49. It shall be permitted to conduct the take-offs of flight instruction referred to in Sub-paragraph 48.2 of this Regulation with a flight instructor with the universal ultralight powered sailplane if the sailplane is conducting a solo take-off.

50. The instructor shall make an entry on take-offs of flight instruction with the ultralight sailplane and the take-off method used in these flights in the pilotʼs logbook.

51. In order for the leisure pilot to maintain the privilege to conduct flights by using each of the take-off methods referred to in Paragraph 46 of this Regulation, he or she shall, within a time period of 24 months, conduct at least five take-offs (except for a bungee launch, at least two take-offs shall be conducted in this case).

52. If the leisure pilot fails to meet the requirements referred to in Paragraph 51 of this Regulation, he or she shall conduct take-offs of dual flight instruction or solo take-offs of flight instruction under the supervision of a flight instructor in accordance with the procedures referred to in Paragraph 48 of this Regulation.

53. In order to maintain the UL(S) rating, the leisure pilot shall, within a period of 24 months, fulfil the following in the ultralight sailplane:

53.1. complete at least five hours of flight time as a pilot-in-command, conducting 15 take-offs and landings;

53.2. together with a flight instructor conduct at least two take-offs and landings of flight instruction which include abnormal and emergency procedures.

54. If the UL(S) rating is not maintained in accordance with the procedures referred to in Paragraph 53 of this Regulation, the leisure pilot shall fulfil one of the following requirements before exercising the privileges given by the rating:

54.1. conduct flights with a flight instructor or solo flights under the supervision of a flight instructor in accordance with the requirements referred to in Paragraph 53 of this Regulation;

54.2. complete the proficiency check.

**3.5. Requirements for Obtaining HG Rating**

55. In order to obtain the HG rating, the applicant shall complete at least 10 hours of flight instruction in the hang glider, including:

55.1. six hours of dual flight instruction;

55.2. at least three solo hours of flight instruction under the supervision of a flight instructor;

55.3. conduct at least 50 take-offs and landings.

56. In order to maintain the HG rating, the leisure pilot shall, within a period of 24 months, complete at least five hours of flight time in the hang glider as a pilot-in-command, conducting 15 take-offs and landings.

57. If the HG rating is not maintained in accordance with the procedures referred to in Paragraph 56 of this Regulation, the leisure pilot shall fulfil one of the following requirements before exercising the privileges given by the rating:

57.1. conduct flights with a flight instructor or solo flights under the supervision of a flight instructor in accordance with the requirements referred to in Paragraph 56 of this Regulation;

57.2. complete the proficiency check.

**3.6. Requirements for Obtaining the MHG (Land) or MHG (Sea) Rating**

58. In order to obtain the MHG (land) or MHG (sea) rating, the applicant shall complete at least 20 hours of flight instruction in the land or sea motor hang glider, including:

58.1. 10 hours of dual flight instruction. Flights shall be conducted with the motor hang glider with which the skill test is taken;

58.2. eight solo hours of flight instruction under the supervision of a flight instructor, including at least three hours of solo cross-country flight time whereof one cross-country flight shall be of at least 50 kilometres with one landing and a full-stop landing at an aerodrome which is not the departure aerodrome of the aircraft.

59. In order for the leisure pilot who has a licence with a valid MHG (land) rating to obtain a MHG (sea) rating or for the leisure pilot who has a licence with a valid MHG (sea) rating to obtain a MHG (land) rating, he or she shall complete the relevant training course programme of a certified training organisation within the scope of which he or she shall complete at least three hours of dual flight instruction.

60. In order to maintain the MHG (land) or MHG (sea) rating, the leisure pilot shall, within a period of 24 months, complete at least 12 hours of flight time as a pilot-in-command in the motor hang glider, including:

60.1. conduct 12 take-offs and landings;

60.2. together with a flight instructor conduct a refresher training of flight skills of at least one hour which includes abnormal and emergency procedures.

61. If the MHG (land) or MHG (sea) rating is not maintained in accordance with the procedures referred to in Paragraph 60 of this Regulation, the leisure pilot shall fulfil one of the following requirements before exercising the privileges given by the rating:

61.1. conduct training flights with a flight instructor or solo flights under the supervision of a flight instructor in accordance with the requirements referred to in Paragraph 60 of this Regulation;

61.2. complete the proficiency check.

62. If the leisure pilot has a licence with a valid MHG (land) and MHG (sea) rating, the leisure pilot shall, in order to maintain both abovementioned qualifications, fulfil the requirements referred to in Paragraph 60 of this Regulation with the ultralight land or sea motor hang glider or in combination with both abovementioned aircrafts, including complete at least one hour with each aircraft class as a pilot-in-command and conduct six take-offs and landings.

**3.7. Requirements for Obtaining GYR Rating**

63. In order to obtain the GYR rating, the applicant shall complete at least 35 hours of flight instruction in the gyroplane, including:

63.1. 20 hours of dual flight instruction. Flights shall be conducted with the gyroplane with which the skill test is taken;

63.2. 10 solo hours of flight instruction under the supervision of a flight instructor, including at least five hours of solo cross-country flight time whereof one cross-country flight shall be of at least 150 kilometres with one landing and a full-stop landing at an aerodrome which is not the departure aerodrome of the aircraft.

64. If an applicant who wishes to obtain the GYR rating has flight experience with an aeroplane, helicopter, or sailplane as a pilot-in-command, part of the hours of training instruction referred to in Paragraph 63 of this Regulation may be credited towards obtaining of the abovementioned qualification in conformity with the following conditions:

64.1. the amount of the hours of flight instruction to be credited is determined by a certified training organisation in which the applicant is acquiring a training course programme on the basis of a pre-entry flight test evaluation;

64.2. the amount of the hours of flight instruction to be credited does not exceed 50 % of the number of hours of flight instruction referred to in Paragraph 63 of this Regulation;

64.3. the requirements laid down in Sub-paragraph 63.2 of this Regulation are fully met.

65. In order to maintain the GYR rating, the leisure pilot shall, within a period of 24 months, complete at least 12 hours of flight time in the ultralight helicopter as the pilot-in-command, including:

65.1. conduct 12 take-offs and landings;

65.2. together with a flight instructor conduct a refresher training of flight skills of at least one hour which includes abnormal and emergency procedures.

66. If the GYR rating is not maintained in accordance with the procedures referred to in Paragraph 65 of this Regulation, the leisure pilot shall fulfil one of the following requirements before exercising the privileges given by the rating:

66.1. conduct flights with a flight instructor or solo flights under the supervision of a flight instructor in accordance with the requirements referred to in Paragraph 65 of this Regulation;

66.2. complete the proficiency check.

67. The leisure pilot who has received a licence with the GYR rating has the privilege to conduct flights in the gyroplane of another type which was not used in the skill test if the leisure pilot has completed the differences training.

**3.8. Requirements for Obtaining Additional Rating for the Leisure Pilot Licence**

68. The leisure pilot may obtain the additional ratings referred to in Sub-paragraph 6.2 of this Regulation if he or she has acquired theoretical knowledge and has conducted training flights in accordance with the relevant training course programme of a certified training organisation.

69. An ABTR rating may be obtained by the leisure pilot who has a valid UL(A) rating if he or she conforms to the following requirements:

69.1. after receipt of the UL(A) (land) rating, has completed at least 30 hours of flight time as a pilot-in-command with the ultralight land aeroplane;

69.2. has acquired theoretical knowledge according to the current rating regarding conducting of acrobatic flights;

69.3. has completed at least five hours of flight instruction with the ultralight land aeroplane.

70. An ABTR rating may be obtained by the leisure pilot who has a valid UL(S) rating if he or she conforms to the following requirements:

70.1. after receipt of the UL(S) rating, has completed at least 30 hours of flight time or has conducted 120 launching manoeuvres as a pilot-in-command of the ultralight land aeroplane;

70.2. has acquired theoretical knowledge according to the current rating regarding conducting of acrobatic flights;

70.3. has completed at least five hours of flight instruction or has conducted at least 20 acrobatic flights of instruction.

71. The leisure pilot shall exercise the privileges given by the ABTR rating to conduct flights on the aircraft of the class which was used for training flights.

72. The leisure pilot may exercise the privileges given by the ABTR rating to conduct flights on an aircraft of another class if the leisure pilot has obtained the rating for conducting flights in the aircraft of the relevant class and if he or she has:

72.1. completed three hours of dual flight instruction;

72.2. completed the full aerobatic training course programme for the relevant class of aircraft.

73. An SPTR rating may be obtained by the leisure pilot who has a valid UL(A) (land) rating if he or she conforms to the following requirements:

73.1. after receipt of the UL(A) (land) rating, has completed at least 30 hours of flight time as a pilot-in-command and has conducted 60 take-offs and landings with the ultralight land aeroplane;

73.2. has completed at least 10 hours of flight instruction by towing the ultralight sailplane, including five hours of dual flight instruction;

73.3. has completed at least five hours of flight instruction with the ultralight sailplane towed by an aircraft if the leisure pilot does not have an UL(S) rating.

74. A BRTR rating may be obtained by the leisure pilot who has a valid UL(A) (land) rating if he or she conforms to the following requirements:

74.1. after receipt of the UL(A) (land) rating, has completed at least 100 hours of flight time as a pilot-in-command and has conducted 200 take-offs and landings with the ultralight land aeroplane;

74.2. has completed at least 10 hours of flight instruction by towing the poster, including five hours of dual flight instruction.

75. In order to maintain the SPTR or BRTR rating, within 24 months the leisure pilot shall conduct five sailplane towing or five banner towing flights.

76. If the SPTR and BRTR rating is not maintained in accordance with the procedures laid down in Paragraph 75 of this Regulation, the leisure pilot shall conduct the missing dual sailplane-towing and poster-towing flights with a flight instructor or solo sailplane-towing and poster-towing flights under the supervision of an instructor.

**4. Requirements for Conducting Technical Inspection Flights**

77. A technical inspection flight is a special flight which is completed in the ultralight aircraft referred to in Annex I to Regulation No 2018/1139 and which does not conform to the requirements for airworthiness, but which has obtained the permission for conducting a special flight in accordance with the laws and regulations regarding aircraft airworthiness.

78. The technical inspection flight shall be conducted by a leisure pilot who holds a licence with a valid rating in an aircraft of the relevant category if he or she has fulfilled the following requirements:

78.1. has received the rating of a flight instructor;

78.2. has completed at least 1000 hours of flight time in an aircraft of the relevant category, including 400 hours of flight time as a pilot-in-command;

78.3. has completed at least 30 hours of flight time in an aircraft of the relevant category within the last 12 months;

78.4. over the previous 90 days has conducted at least three solo take-offs and landings in an aircraft of the relevant category.

**5. Requirements for Obtaining the Flight Engineer Licence and Rating**

79. The flight engineer licence with the ratings referred to in Paragraph 7 of this Regulation may be obtained by a person who has attained 18 years of age.

80. The applicant shall acquire theoretical knowledge and conduct training flights in a certified training organisation.

81. In order to obtain the flight engineer licence with the relevant rating, the applicant shall pass:

81.1. the following theoretical examinations:

81.1.1. in general subjects – the laws and regulations governing aviation, human performance, communications;

81.1.2. in specific subjects – principles of flight, operational procedures, flight performance and planning, aircraft general knowledge;

81.2. the skill test completed in the aircraft of such type which was used in training.

82. In the skill test, the applicant shall, while acting as the flight engineer of the relevant category of aircraft and under the supervision of the type instructor or type examiner appointed by the Civil Aviation Agency, demonstrate the ability to perform a task in an aircraft of the relevant type at such a level of competence which conforms to the privileges assigned under the flight engineer licence.

83. After fulfilling the requirements referred to in Paragraph 82 of this Regulation, the flight engineer licence shall be issued to the applicant with limitation which requires to complete at least 100 hours of flight time under the supervision of a flight engineer or a pilot-in-command. The abovementioned limitation shall be removed if the flight engineer submits to the Civil Aviation Agency a certification of the fulfilment of the abovementioned conditions.

84. The Civil Aviation Agency may reduce the amount of limitation time referred to in Paragraph 83 of this Regulation by 50 % if the flight engineer has conducted flights as a pilot-in-command or has fulfilled the duties of the flight engineer in the simulator under the supervision of a type instructor.

85. For the revalidation of the rating of a flight engineer, the flight engineer shall pass the proficiency check in an aircraft of the relevant category and type.

86. For the renewal of flight engineer rating, the flight engineer shall fulfil the following requirements:

86.1. acquire theoretical knowledge and practical training in the amount stipulated by a certified training organisation or such operator of an aircraft who has hired the flight engineer;

86.2. pass the proficiency check in an aircraft of the relevant category and type under the supervision of a type instructor or type examiner appointed by the Civil Aviation Agency.

**6. Requirements for Obtaining the National Attachment to the Part-FCL Licence and the Rating**

**6.1. Requirements for Obtaining the Group A Type Rating**

87. The Group A type ratings referred to in Sub-paragraph 8.1 of this Regulation may be obtained by a person who holds a Part-FCL licence of the corresponding category (at least light aircraft pilot licence (LAPL)) with or without a valid aircraft class or type rating.

88. In order to obtain the privilege to conduct flights with an aircraft which requires a Group A type rating:

88.1. in the aircraft category “land aeroplane” – the applicant shall fulfil the following requirements:

88.1.1. if the Part-FCL licence has a valid SEP (land) rating, the applicant shall complete the differences training with the relevant land single-engine (piston) aeroplane;

88.1.2. if the Part-FCL licence does not have a valid SEP (land) rating, the applicant shall complete at least five hours of flight instruction with a land single-engine (piston) aeroplane;

88.2. in the aircraft category “sea aeroplane” – the applicant shall complete at least seven hours of flight instruction with a sea single-engine (piston) aeroplane;

88.3. in the aircraft category “helicopter” – the applicant shall complete at least five hours of flight instruction with a single-engine (piston) helicopter.

89. The applicant shall conduct the training flights referred to in Paragraph 88 of this Regulation with a Group A type instructor.

90. In order to maintain the Group A type rating:

90.1. in the aircraft category “aeroplane” – the holder of the national attachment to the Part-FCL licence shall, during the term of validity of the rating, complete at least 12 hours of flight time with an aeroplane of the relevant type as a pilot-in-command, including:

90.1.1. conduct 12 take-offs and landings;

90.1.2. together with a Group A type instructor conduct a refresher training of flight skills of at least one hour which includes abnormal and emergency procedures;

90.2. in the aircraft category “helicopter” – the holder of the national attachment to the Part-FCL licence shall, during the term of validity of the rating, fulfil the following requirements:

90.2.1. complete at least six hours of flight time with a helicopter of the relevant type as a pilot-in-command, conducting six take-offs and landings;

90.2.2. together with a Group A type instructor conduct a refresher training of flight skills of at least one hour which includes abnormal and emergency procedures.

91. The requirements referred to in Sub-paragraph 90.1 of this Regulation shall not be applied to the holder of the national attachment to the Part-FCL licence who maintains a valid SEP (land) rating in the Part-FCL licence.

92. If the Group A type rating is not maintained in accordance with the procedures referred to in Paragraph 90 of this Regulation, it may be renewed if the holder of the national attachment to the Part-FCL licence conducts a refresher training of flight skills of at least two hours with a Group A type instructor which includes abnormal and emergency procedures.

**6.2. Requirements for Obtaining the Group B Type Rating**

93. The Group B type rating referred to in Sub-paragraph 8.2 of this Regulation may be obtained by a person who holds a Part-FCL licence of an aeroplane category (at least the private pilot licence (PPL(A))) with or without a valid aircraft class or type rating and who has completed at least 70 hours of flight time as a pilot-in-command in an aeroplane the maximum take-off mass of which is not less than 750 kilograms.

94. In order to obtain a Group B type rating, the applicant shall conduct training flights according to a training course programme developed by a certified training organisation, completing at least the following accordingly:

94.1. five hours of flight instruction with a land single-engine (turbo-prop or turbo-jet) aeroplane;

94.2. seven hours of flight instruction with a sea single-engine (turbo-prop or turbo-jet) aeroplane;

94.3. six hours of flight instruction with a land multi-engine (piston) aeroplane;

94.4. eight hours of flight instruction with a sea multi-engine (piston) aeroplane.

95. The applicant shall conduct the training flights referred to in Paragraph 94 of this Regulation with a Group B type instructor.

96. In order to maintain the Group B type rating, the holder of the national attachment to the Part-FCL licence shall complete at least 12 hours of flight time with an aeroplane of the relevant type as a pilot-in-command, including:

96.1. conduct 12 take-offs and landings;

96.2. together with a Group B type instructor conduct a refresher training of flight skills of at least one hour which includes abnormal and emergency procedures.

97. If the Group B type rating is not maintained in accordance with the procedures referred to in Paragraph 96 of this Regulation, it may be renewed if the holder of the national attachment to the Part-FCL licence conducts a refresher training of flight skills with a Group B type instructor in the amount stipulated by a certified training organisation which includes abnormal and emergency procedures.

**6.3. Requirements for Obtaining the Group C Type Rating**

98. The Group C type rating referred to in Sub-paragraph 8.3 of this Regulation may be obtained by a person who has received a Part-FCL licence of the corresponding category (at least the private pilot licence (PPL)) with a valid aircraft class or type rating and instrument rating.

99. The applicant may obtain a Group C type rating which gives the privilege to conduct flights with a single-pilot single-engine (turbo-jet) aeroplane if:

99.1. his or her flight experience with an aeroplane is at least 200 hours of flight time whereof 70 hours of flight time are as a pilot-in-command with an aeroplane the maximum take-off mass of which is not less than 750 kilograms;

99.2. he or she has completed a training course programme of the relevant aeroplane type in a certified training organisation which includes:

99.2.1. theoretical study subjects – general knowledge of an aircraft (airframe, systems, electronics, power plant, emergency equipment), performance of a multi-engine aeroplane, human performance, meteorology, basic principles of radiolocation, and flight principles of an aeroplane;

99.2.2. at least seven hours of flight instruction with a Group C type instructor;

99.3. he or she has completed a training course programme regarding aeroplane upset prevention and recovery training (UPRT) in a certified training organisation;

99.4. he or she has passed the skill check.

100. The applicant may obtain a Group C type rating which gives the privilege to conduct flights with a single-pilot multi-engine (turbo-prop or turbo-jet) aeroplane if:

100.1. his or her flight experience with an aeroplane is at least 200 hours of flight time whereof 70 hours of flight time are as a pilot-in-command with an aeroplane the maximum take-off mass of which is not less than 750 kilograms;

100.2. he or she has completed a training course programme of the relevant aeroplane type in a certified training organisation which includes:

100.2.1. theoretical study subjects – general knowledge of an aircraft (airframe, systems, electronics, power plant, emergency equipment), performance of a multi-engine aeroplane, human performance, meteorology, basic principles of radiolocation, and flight principles of an aeroplane;

100.2.2. at least five hours of flight instruction with a Group C type instructor;

100.3. he or she has passed the skill check.

101. The theoretical study subjects referred to in Sub-paragraphs 99.2.1 and 100.2.1 of this Regulation need not be acquired by an applicant who has passed the theoretical examination of the airline transport pilot licence (aeroplane) (ATPL(A)) in accordance with the requirements of Annex I to Regulation No 1178/2011.

102. The applicant may obtain a Group C type rating which gives the privilege to conduct flights with a single-pilot multi-engine (turbine-powered) helicopter if:

102.1. his or her flight experience with a helicopter is at least 70 hours of flight time as a pilot-in-command;

102.2. he or she has completed a training course programme of the relevant helicopter type in a certified training organisation which includes:

102.2.1. theoretical study subjects – general knowledge of an aircraft (airframe, systems, power plant and instruments, electronics), flight performance and planning (mass and balance, performance);

102.2.2. at least five hours of flight instruction with a Group C type instructor;

102.3. he or she has passed the skill check.

103. The applicant may obtain a Group C type rating which gives the privilege to conduct flights with a multi-pilot single-engine aeroplane if:

103.1. his or her flight experience with an aeroplane is at least 70 hours of flight time as a pilot-in-command;

103.2. he or she has completed a multi-crew cooperation (MCC) training course programme in a certified training organisation. The completion of the training course programme referred to in this Sub-paragraph shall not be necessary if the applicant has the experience of at least 500 hours of flight time in the operation of a multi-pilot aeroplane;

103.3. he or she has completed a training course programme regarding aeroplane upset prevention and recovery training (UPRT) in a certified training organisation. The completion of the training course programme referred to in this Sub-paragraph shall not be necessary if the applicant has or had a valid multi-pilot aeroplane rating in the Part-FCL licence;

103.4. he or she has passed the theoretical examination of the airline transport pilot licence (aeroplane) (ATPL(A)) in accordance with the requirements of Annex I to Regulation No 1178/2011;

103.5. he or she has completed a training course programme of the relevant aeroplane type in a certified training organisation;

103.6. he or she has passed the skill check.

104. In order to maintain the Group C type rating, the holder of the national attachment to the Part-FCL certificate shall, not earlier than three months prior to expiry of the term of validity of the rating, pass the proficiency check.

105. If the Group C type rating is not maintained in accordance with the procedures referred to in Paragraph 104 of this Regulation, it may be renewed if the holder of the national attachment to the Part-FCL licence conducts a refresher training of flight skills with a Group C type instructor in the amount stipulated by a certified training organisation and passes the proficiency check.

**6.4. Requirements for Obtaining the Group D Type Rating**

106. The Group D type rating referred to in Sub-paragraph 8.4 of this Regulation may be obtained by a person who has received a Part-FCL licence of the helicopter category (at least the commercial licence (CPL(H))) with a valid helicopter type rating.

107. The applicant may obtain a Group D type rating if:

107.1. his or her flight experience with a helicopter is at least 70 hours of flight time as a pilot-in-command;

107.2. he or she has completed a multi-crew cooperation (MCC) training course programme in a certified training organisation. The completion of the training course programme referred to in this Sub-paragraph shall not be necessary if the applicant has the experience of at least 500 hours of flight time in the operation of a multi-pilot helicopter;

107.3. he or she has passed the theoretical examination of the airline transport pilot licence (helicopter) (ATPL(H)) in accordance with the requirements of Annex I to Regulation No 1178/2011;

107.4. he or she has completed a training course programme of the relevant helicopter type in a certified training organisation;

107.5. he or she has passed the skill check.

108. In order to maintain a Group D rating, the holder of the national attachment to the Part-FCL licence shall:

108.1. not earlier than three months before expiry of the term of validity of the rating, pass the proficiency check;

108.2. during the term of validity of the rating, complete at least two hours of flight time with a helicopter of the relevant type. The flight of the proficiency check may be credited into these two hours.

109. If the Group D type rating is not maintained in accordance with the procedures referred to in Paragraph 108 of this Regulation, it may be renewed if the holder of the national attachment to the Part-FCL licence conducts a refresher training of flight skills with a Group D type instructor in the amount stipulated by a certified training organisation and passes the proficiency check.

**7. Requirements for Obtaining the Rating of an Instructor and for the Revalidation and Renewal Thereof**

**7.1. General Requirements**

110. The persons referred to in Sub-paragraph 3.1 of this Regulation may, depending on the flight crew member licence obtained, obtain the following ratings of an instructor:

110.1. the rating of a flight instructor;

110.2. the rating of a flight engineer instructor;

110.3. the rating of a type instructor.

111. The rating of a flight instructor gives an instructor the privilege to conduct training flights in order to:

111.1. issue the leisure pilot licence;

111.2. grant the relevant ratings referred to in Sub-paragraphs 6.1 and 6.2 of this Regulation.

112. The rating of a flight engineer instructor gives an instructor the privilege to conduct training flights in order to:

112.1. issue the flight engineer licence;

112.2. grant, revalidate, and renew the relevant aircraft type rating.

113. The rating of a type instructor gives an instructor the privilege:

113.1. to conduct training flights in order to issue the national attachment to the Part-FCL and to grant, revalidate, and renew the relevant ratings referred to in Paragraph 8 of this Regulation;

113.2. to conduct skill checks and proficiency checks in order to grant, revalidate, and renew the relevant ratings referred to in Paragraph 8 of this Regulation.

114. The instructor rating may be obtained by a person who:

114.1. has attained 18 years of age;

114.2. has obtained the relevant flight crew member licence with the relevant rating;

114.3. within six months before commencing the instructor training course programme for the purpose of evaluating the ability to acquire this course has completed the skill test in accordance with the category, class, or type of aircraft under the supervision of an instructor appointed by a certified training organisation;

114.4. has completed the training course programmes of instructors in a certified training organisation;

114.5. has completed the assessment of competence.

115. The teaching methodology subject already acquired shall be fully credited for a holder of the instructor rating who is acquiring a training course programme in order to obtain another rating of an instructor.

**7.2. Requirements for Obtaining the Flight Instructor Rating**

116. In order to obtain the flight instructor rating, a leisure pilot who has received a licence with one of the UL(A) (land), UL(A) (sea), UL(H), or GYR ratings shall, before commencement of the training course programme of instructors, fulfil the following requirements:

116.1. complete at least 150 hours of flight time, including 100 hours of flight time in an aircraft of the relevant class as a pilot-in-command and at least 30 hours of flight time in the single-engine piston ultralight aircraft of the relevant type (whereof at least five hours of flight time are completed within six months before commencing the training course programme of instructors);

116.2. conduct at least one cross-country flight of 150 kilometres as a pilot-in-command with one landing and a full-stop landing at an aerodrome which is not the departure aerodrome of the aircraft;

116.3. complete a module of at least 10 hours of basic instrument flight instruction in an aircraft (whereof not more than five hours in the simulator). By making an entry in the pilotʼs logbook, the instrument flight instructor shall endorse the completion of the training of the relevant module.

117. In the training course programme of flight instructors a leisure pilot who has received a licence with the UL(A) (land), UL(A) (sea), UL(H), or GYR rating shall:

117.1. complete 25 hours of teaching and learning;

117.2. complete 50 hours of the theoretical (technical) instruction for instructors;

117.3. complete 25 hours of instructor flight instruction in the aircraft of the relevant class, including at least 20 hours of dual flight instruction. Five hours of flight instruction may be completed with another leisure pilot who wishes to obtain the flight instructor rating.

118. In order to obtain the flight instructor rating, the leisure pilot who has received a licence with a valid UL(S), HG, MHG (land), or MHG (sea) rating, prior to commencing the training course programme of flight instructors, shall complete at least 100 hours of flight instruction, including 75 hours in an aircraft of the relevant class as a pilot-in-command (whereof at least 15 hours of flight instruction are completed in the ultralight sailplane, hang glider, or motor hang glider within six months before commencing the training course programme of flight instructors).

119. In the training course programme of flight instructors a leisure pilot who has received a licence with the UL(S), HG, MHG (land), or MHG (sea) rating shall:

119.1. complete 25 hours of teaching and learning;

119.2. complete 30 hours of the theoretical (technical) instruction for instructors;

119.3. complete 10 hours of dual flight instruction for an instructor in an aircraft of the relevant class, including conducting at least 20 training take-offs and landings.

120. If the flight instructor rating has been granted to the leisure pilot for the first time, it shall provide for the following limitations:

120.1. the flight instructor does not have the privilege to authorise a student pilot to conduct the first solo flight;

120.2. the flight instructor does not have the privilege to authorise a student pilot to conduct the first solo cross-country flight.

121. The Civil Aviation Agency shall remove the limitations referred to in Paragraph 120 of this Regulation if, under the supervision of a flight instructor appointed by a certified training organisation for whom the limitation referred to in Sub-paragraph 120 of this Regulation has not been specified, the flight instructor has:

121.1. completed at least 50 hours of flight instruction in the aircraft of the relevant class;

121.2. supervised solo training flights of at least 25 student pilots.

122. In order to revalidate the flight instructor rating, the flight instructor shall, before expiry of the term of validity of the rating, fulfil at least two of the following requirements:

122.1. during the term of validity of the flight instructor rating, complete 40 hours of flight instruction as a flight instructor or a flight examiner;

122.2. during the term of validity of the flight instructor rating, complete an instructor refresher training;

122.3. complete the assessment of competence within 12 months before the expiry of the term of validity of the flight instructor certificate.

123. In order to revalidate the flight instructor rating for the second term, the flight instructor shall pass the assessment of competence.

124. In order to renew the flight instructor rating, the flight instructor shall fulfil the following requirements:

124.1. within 12 months before renewal of the abovementioned rating, complete an instructor refresher training;

124.2. complete the assessment of competence.

**7.3. Requirements for Obtaining the Flight Engineer Instructor Rating**

125. In order to obtain the flight engineer instructor rating, a flight engineer who holds the licence with the rating for the relevant aircraft category and type and who prior to commencing the instructor training course programme has completed at least 500 hours of flight time while fulfilling the duties of the flight engineer shall fulfil the following requirements:

125.1. complete 25 hours of teaching and learning;

125.2. complete 10 hours of the theoretical (technical) instruction for instructors;

125.3. complete 10 hours of flight instruction for instructors in a multi-pilot aircraft of the relevant category and type or the simulator of such aircraft type.

126. In order to revalidate the flight engineer instructor rating, the flight engineer shall, within 12 months before expiry of the term of validity of the abovementioned rating, fulfil at least two of the following requirements within the scope of the training course on the relevant type of aircraft:

126.1. hold at least one simulator session (not less than three hours) with training exercises for obtaining the aeroplane or helicopter type rating or hold one hour of training flights in the aircraft with training exercises for obtaining the aeroplane or helicopter type rating, conducting at least two take-offs and landings;

126.2. complete the instructor refresher training;

126.3. complete the assessment of competence.

127. For the revalidation of the flight engineer instructor endorsement, each alternate period the flight engineer shall complete the assessment of competence.

128. For the renewal of the flight engineer instructor endorsement, the flight engineer shall fulfil the following requirements within 12 months before the renewal of the abovementioned endorsement:

128.1. conduct 30 route sectors, including 30 take-offs and landings, while fulfilling the duties of a flight engineer (not more than 15 route sectors and 15 take-offs and landings may be conducted in the simulator);

128.2. complete the instructor refresher training;

128.3. hold not less than three hours of flight instruction in an aircraft of the relevant category and type or the simulator for the relevant aircraft type while fulfilling the duties of the flight engineer instructor according to the training course programme in order to obtain the aircraft type rating under the supervision of a flight instructor appointed by a certified training organisation.

129. The flight engineer instructor may obtain the privilege to train for flights with an aircraft of another type if his or her licence contains the relevant aircraft type rating and he or she:

129.1. within 12 months before requesting the instructor rating for an aircraft of another type, has conducted at least 15 route sectors, including 15 take-offs and landings, while fulfilling the duties of the flight engineer (not more than seven route sectors and seven take-offs and landings may be conducted in the simulator);

129.2. has completed 10 hours of flight instruction for instructors in a multi-pilot aircraft of the relevant category and type or the simulator of such aircraft type.

**7.4. Requirements for Obtaining the Aircraft Type Instructor Rating**

130. In order to obtain the type instructor rating, the applicant who has received the national attachment to the Part-FCL licence with the Group A or B type rating shall, before commencement of the training course programme of instructors, fulfil the following requirements:

130.1. in the aircraft category “aeroplane” – complete at least 500 hours of flight time, including 30 hours of flight time as a pilot-in-command with an aeroplane of the relevant type (whereof at least seven hours of flight time within 12 months before commencement of the training course programme of instructors whereof not more than three hours of flight time in the simulator);

130.2. in the aircraft category “helicopter” – complete at least 250 hours of flight time.

131. In order to obtain the type instructor rating, the applicant who has received the national attachment to the Part-FCL licence with the Group C type rating shall, before commencement of the training course programme of an instructor, fulfil the following requirements:

131.1. in the aircraft category “aeroplane” – complete at least 500 hours of flight time, including 30 hours of flight time as a pilot-in-command with an aeroplane of the relevant type (whereof at least seven hours of flight time within 12 months before commencement of the training course programme of instructors whereof not more than three hours of flight time in the simulator);

131.2. in the aircraft category “helicopter” – complete at least 500 hours of flight time, including 100 hours of flight time with a helicopter of the relevant type.

132. The requirements referred to in Paragraphs 130 and 131 of this Regulation shall not be applied to the holder of the Part-FCL licence who has a valid flight instructor licence issued in accordance with the requirements of Regulation No 1178/2011 and who has held at least seven hours of flight instruction in the relevant aircraft category within 12 months before commencement of the training course programme of instructors.

133. In order to obtain the type instructor rating, a pilot who has received the national attachment to the Part-FCL licence with the Group D type rating shall, before commencement of the training course programme of an instructor, complete at least 1000 hours of flight time with a helicopter, including 350 hours of flight time with a helicopter of the relevant type.

134. In the training course programme of a type instructor, the holder of the national attachment to the Part-FCL licence shall:

134.1. complete 25 hours of teaching and learning;

134.2. complete 10 hours of the theoretical (technical) instruction for instructors;

134.3. complete at least five hours of flight instruction with an aircraft of the relevant type or the simulator of such aircraft type, if a single-pilot aircraft is used, or 10 hours of flight instruction with an aircraft of the relevant type of the simulator of such aircraft type, if a multi-pilot aircraft is used.

135. In order to revalidate the type instructor rating:

135.1. in the aircraft category “aeroplane” – the type instructor shall, within 12 months until expiry of the term of validity of the abovementioned qualification, fulfil at least two of the following requirements:

135.1.1. hold at least one simulator session (not less than three hours) or hold at least one hour of flight instruction in an aeroplane of the relevant type, conducting at least two take-offs and landings;

135.1.2. complete the instructor refresher training;

135.1.3. complete the assessment of competence;

135.2. in the aircraft category “helicopter” – the type instructor shall, within the term of validity of the qualification, fulfil at least two of the following requirements:

135.2.1. hold at least 50 hours of flight instruction (whereof at least 15 hours of flight time – within the last 12 months) in a helicopter of the relevant type or in the simulator;

135.2.2. within 12 months until expiry of the term of validity of the flight instructor licence, complete an instructor refresher training;

135.2.3. complete the assessment of competence within 12 months before the expiry of the term of validity of the flight instructor certificate.

136. In order to revalidate the type instructor rating for the second term, the type instructor shall pass the assessment of competence.

137. In order to renew the type instructor rating, the type instructor shall, within 12 months before renewal of the abovementioned rating, pass the assessment of competence, complete the instructor refresher training, and fulfil the following requirements:

137.1. in the aircraft category “aeroplane” – conduct at least 30 route sectors, including 30 take-offs and landings with an aeroplane of the relevant type whereof not more than 15 route sectors and 15 take-offs and landings may be conducted in the simulator;

137.2. in the aircraft category “helicopter” – conduct at least 10 hours of flight time with a helicopter of the relevant type whereof five hours of flight time may be conducted in the simulator.

**8. Requirements for Obtaining the Rating of an Examiner and for the Revalidation Thereof**

**8.1. General Requirements**

138. General requirements for obtaining the flight examiner rating, for the revalidation and renewal thereof are laid down in Subpart K of Annex I to Regulation No 1178/2011.

139. A person who has been recommended by one of the following organisations may apply for obtaining or the renewal of the flight examiner rating:

139.1. the Civil Aviation Agency;

139.2. an aircraft operator certified in the Republic of Latvia;

139.3. a training organisation certified in the Republic of Latvia.

140. In order to obtain, revalidate, or renew the examiner rating, the examination of the theoretical part of the examiner standardisation course referred to in point FCL.1015 and the examiner refresher training referred to in point FCL.1025 of Annex I to Regulation No 1178/2011 shall be taken in form of a test. The examination shall be considered as passed if at least 75 per cent of the answers are correct.

141. If the applicant or examiner does not pass the examination referred to in Paragraph 140 of this Regulation, he or she may re-take it within three months after the examination not passed. If the applicant or examiner does not pass the examination for the second time, he or she may, in conformity with the condition of Paragraph 139 of this Regulation, re-apply for taking of the examination not earlier than 12 months after the last examination not passed.

142. The examiner rating which has been granted by the Civil Aviation Agency may be revalidated or renewed only by the Civil Aviation Agency.

143. If the examiner does not pass the examiner refresher examination, he or she shall not exercise the privilege given by the examiner rating until successful passing of examination.

144. The senior examiner rating may be obtained by an examiner:

144.1. who has a valid examiner rating which gives the relevant privilege to fulfil the duties of the examiner;

144.2. who has at least three years of experience as an examiner;

144.3. who has the recommendation referred to in Paragraph 139 of this Regulation for the receipt of the senior examiner rating;

144.4. who, within three years before submitting the application for the receipt of the senior examiner rating, has not received a finding of non-compliances in accordance with point ARA.GEN.355 of Annex VI to Regulation No 1178/2011;

144.5. who has had not less than 45 skill checks, proficiency checks, and assessments of competence whereof at least 15 checks have been performed within 12 months before submitting the application for the receipt of the senior examiner rating, including one skill check, proficiency check, or assessment of competence has been performed under the supervision of an inspector appointed by the Civil Aviation Agency;

144.6. who, within 12 months before submitting the application for the receipt of the senior examiner rating, has completed the examiner standardisation course and has received the senior examiner briefing.

145. The senior examiner rating shall be issued until expiry of the term of validity of the examiner rating, but not longer than for a period of three years.

146. The senior examiner rating shall be revalidated if the examiner:

146.1. conforms to the requirements of point FCL.1025(b) of Annex I to Regulation No 1178/2011;

146.2. has attended the examiner refresher training and has passed the examination;

146.3. each year during the term of validity of the senior examiner rating, has conducted at least 15 skill checks, proficiency checks, or assessments of competence and, within 12 months before expiry of the term of validity of the senior examiner rating, one skill check, proficiency check, or assessment of competence has been conducted under the supervision of an inspector appointed by the Civil Aviation Agency.

147. If, in order to revalidate the rating, the senior examiner has not fulfilled the requirement of Sub-paragraph 146.3 of this Regulation, but has fulfilled the requirements of Sub-paragraphs 146.1 and 146.2 of this Regulation, he or she shall receive the examiner rating.

**8.2. Requirements for Obtaining the Flight Examiner Rating**

148. In order to obtain the flight examiner rating, a leisure pilot who has received a licence with the UL(A) (land), UL(A) (sea), UL(H), or GYR rating and the flight instructor rating shall, before commencement of the examiner standardisation course, complete:

148.1. at least 500 hours of flight time, including 150 hours of flight time in an aircraft of the relevant category as a pilot-in-command;

148.2. at least 250 hours of flight instruction as a flight instructor.

149. In order to obtain the flight examiner rating, a leisure pilot who has received a licence with the UL(S) rating and the flight instructor rating shall, before commencement of the examiner standardisation course, complete:

149.1. at least 300 hours of flight time in an aircraft of the relevant category as a pilot-in-command;

149.2. 150 hours of flight instruction as a flight instructor or conduct 300 take-offs.

150. In order to obtain the flight examiner rating, a leisure pilot who has received a licence with the HG, MHG (land), or MHG (sea) rating and the flight instructor rating shall, before commencement of the examiner standardisation course, complete:

150.1. at least 150 hours of flight time with an aircraft of the relevant category as a pilot-in-command;

150.2. at least 75 hours of flight instruction as a flight instructor.

151. In order to obtain additional privileges to check the activity of such flight instructor who undergoes training to obtain the UL(A) (land), UL(A) (sea), UL(H), or GYR rating, the flight examiner who has received the flight instructor rating shall fulfil the following requirements:

151.1. complete 1000 hours of flight time as a pilot-in-command of an aircraft of the relevant class;

151.2. complete at least 50 hours of flight time, training persons who wish to obtain the flight instructor rating.

152. In order to obtain additional privileges to check the activity of such flight instructor who undergoes training to obtain the UL(S) rating, the flight examiner who has received the flight instructor rating shall fulfil the following requirements:

152.1. complete 300 hours of flight time as a pilot-in-command of the ultralight sailplane;

152.2. complete at least 10 hours of flight time or conduct 30 launch manoeuvres, training persons who wish to obtain the flight instructor rating.

153. In order to obtain additional privileges to check the activity of such flight instructor who undergoes training to obtain the HG, MHG (land), or MHG (sea) rating, the flight examiner who has received the flight instructor rating shall fulfil the following requirements:

153.1. complete at least 300 hours of flight time in an aircraft of the relevant class;

153.2. complete at least 20 hours of flight time, including conduct 30 take-offs and landings, training a person who wishes to obtain the flight instructor rating.

**8.3. Requirements for Obtaining the Type Examiner Rating**

154. In order to obtain the type examiner rating, a pilot who has received the national attachment to the Part-FCL licence with the Group C type rating shall, before commencement of the examiner standardisation course, fulfil the following requirements:

154.1. in the aircraft category “aeroplane” – complete at least 500 hours of flight time, including 200 hours of flight time as a pilot-in-command with an aeroplane of the relevant type, and complete at least 50 hours of flight instruction as an instructor of the relevant type;

154.2. in the aircraft category “helicopter” – complete at least 1000 hours of flight time, including 500 hours of flight time as a pilot-in-command, and complete at least 50 hours of flight instruction as an instructor of the relevant type.

155. In order to obtain the type examiner rating, a pilot who has received the national attachment to the Part-FCL licence with the Group D type rating and the rating of an instructor of the relevant type shall, before commencement of the examiner standardisation course, complete at least 1500 hours of flight time with a helicopter, including 500 hours of flight time as a pilot-in-command, and complete at least 50 hours of flight instruction as an instructor of the relevant type.

**9. Requirements for Holders of the Part-FCL Licence in Order to Conduct Flights with Ultralight Aircrafts**

156. In order for a holder of the Part-FCL licence with a valid rating of the relevant aircraft class or type to be able to conduct flights with the relevant aircraft referred to in Sub-paragraph 6.1.1 or 6.1.2 of this Regulation, he or she shall fulfil the following requirements:

156.1. complete the differences training – conduct dual flights in the ultralight aircraft with the flight instructor;

156.2. conduct three solo take-offs and landings under the supervision of a flight instructor;

156.3. obtain the endorsement of the flight instructor in the pilotʼs logbook on the fulfilment of the requirements referred to in Sub-paragraphs 156.1 and 156.2 of this Regulation.

157. The flight experience obtained on the ultralight aircraft is not credited in the total flight experience of the flight crew member in the aircraft category “aeroplane” and “helicopter”.

158. In order for a holder of the Part-FCL licence without a valid rating of the relevant aircraft class or type to be able to conduct flights with the relevant aircraft referred to in Sub-paragraph 6.1.1 or 6.1.2 of this Regulation, he or she shall fulfil the following requirements:

158.1. complete three hours of flight instruction in accordance with the relevant training course programme of a certified training organisation, including conducting 10 training take-offs and landings with a flight instructor and 10 solo take-offs and landings under the supervision of a flight instructor;

158.2. pass the skill test to demonstrate the ability to conduct flights with the relevant ultralight aircraft as a pilot-in-command and, during the abovementioned test, demonstrate theoretical knowledge of the ultralight aircraft in the following areas:

158.2.1. aircraft operational procedures;

158.2.2. flight performance and planning;

158.2.3. ultralight aircraft general knowledge.

159. In order for a holder of the Part-FCL licence with a valid rating of the relevant aircraft category or type and the flight instructor rating to obtain the privilege to conduct training flights for obtaining the leisure pilot licence and the rating referred to in Sub-paragraph 6.1.1 or 6.1.2 of this Regulation, he or she shall fulfil the requirements referred to in Paragraph 156 of this Regulation.

160. In order for a holder of the Part-FCL licence with a valid rating of the relevant aircraft category or type and the flight examiner rating to obtain the privilege to complete the skill test for obtaining the leisure pilot licence and the rating referred to in Sub-paragraph 6.1.1 or 6.1.2 of this Regulation, he or she shall fulfil the requirements referred to in Paragraph 156 of this Regulation.

161. After fulfilment of the requirements referred to in Paragraph 159 or 160 of this Regulation, the Civil Aviation Agency shall issue a relevant certification to the holder of the Part-FCL licence regarding the privilege to conduct a training flight or complete the skill test for obtaining the leisure pilot licence and the rating referred to in Sub-paragraph 6.1.1 or 6.1.2 of this Regulation. The certification referred to in this Paragraph shall be valid as long as the flight instructor rating or flight examiner rating of the holder of the Part-FCL licence is valid.

**10. Taking of Theoretical Examinations**

162. Unless it has been laid down otherwise in this Regulation, a person who wishes to obtain:

162.1. the flight crew member licence referred to in Sub-paragraph 3.1 of this Regulation, shall take the theoretical examinations at the Civil Aviation Agency in the following subjects:

162.1.1. in general subjects – the laws and regulations governing aviation, human performance, meteorology, communications, navigation;

162.1.2. in specific subjects – principles of flight, operational procedures, flight performance and planning, aircraft general knowledge;

162.2. the flight crew member licence of a relevant category referred to in Sub-paragraph 3.2 of this Regulation or the instrument rating, shall take theoretical examinations at the Civil Aviation Agency in subjects specified in points CL.120.LAPL, FCL.215, FCL.310, point FCL.515(b), point FCL.615(b) of Annex I to Regulation No 1178/2011, point BFCL.135 of Annex III to Regulation No 2018/395, and point SFCL.135 of Annex III to Regulation No 2018/1976.

163. The applicant shall take the theoretical examinations referred to in Sub-paragraph 162.2 of this Regulation in conformity with the requirements laid down in point FCL.025 of Annex I and point ARA.GEN.300 of Annex VI to Regulation No 1178/2011, and also the requirements laid down in this Chapter insofar as they are not in contradiction with that laid down in the abovementioned points of Regulation No 1178/2011.

164. The applicant shall commence taking of theoretical examinations at the Civil Aviation Agency within 12 months after receipt of the certification of the certified training organisation regarding completion of the training course of theoretical knowledge.

165. If the applicant does not commence taking of theoretical examinations within the time period specified in Paragraph 164 of this Regulation, the certified training organisation shall re-assess the level of knowledge of the applicant and the necessity to conduct additional training, and also issue a new certification.

166. The applicant shall take theoretical examinations within 18 months, counting from the last day of the calendar month when the applicant took the first theoretical examination. The examination in one subject may be taken not more than four times.

167. The applicant shall coordinate the time for taking the theoretical examination and subjects with the Civil Aviation Agency not later than five working days before taking the planned theoretical examination.

168. The procedures for taking an examination referred to in Annex 5 to this Regulation shall be conformed to during the theoretical examination. In the theoretical examination, the applicant shall, electronically or in paper form if it is not possible to ensure it electronically, answer a specific number of questions in a specific period of time on each subject according to the rating that he or she wishes to obtain. The applicant shall take the theoretical examination independently, without the assistance of other persons.

169. The applicant shall take a theoretical examination in:

169.1. Latvian or English – to obtain the flight crew member licence referred to in Sub-paragraph 3.1 of this Regulation;

169.2. English – to obtain the flight crew member licence referred to in Sub-paragraph 3.2 of this Regulation.

170. The theoretical examination shall be considered as passed if the applicant has at least 75 per cent of correct answers.

171. The applicant shall find out the result of the theoretical examination (the number of correct answers in per cent):

171.1. immediately after the examination if the theoretical examination has been taken electronically;

171.2. within five working days, receiving a written notification to the electronic mail indicated by the applicant, if the theoretical examination has been taken in paper form.

172. Questions of the theoretical examination shall not be available to the applicant either before or after taking the examination.

173. If, in taking the theoretical examination, the applicant detects that there is an error in a question of the examination, he or she may contest the result of the theoretical examination within a month from the day of taking the theoretical examination by submitting a submission to the Civil Aviation Agency. In the submission the applicant shall indicate the subject-matter of the theoretical examination and the question of the examination in which he or she has detected an error and shall provide a justification as to why he or she is of the opinion that the question is erroneous.

174. If the applicant, in taking the examinations referred to in Paragraph 162 of this Regulation, fails to fulfil the requirements referred to in Paragraph 166 of this Regulation, the certified training organisation shall re-assess the knowledge level of the applicant and issue a new certification for re-taking of theoretical examinations.

175. The results of theoretical examinations shall be valid for 24 months from the day when the last examination was taken. After the end of the abovementioned time period, the results of the theoretical examination shall become invalid. Examinations may be retaken if the requirements referred to in Paragraph 174 of this Regulation have been fulfilled.

176. If, during taking of the theoretical examination, the applicant violates the procedures for taking the examination referred to in Paragraph 168 of this Regulation, the applicant is prohibited from taking theoretical examinations in the period of upcoming 12 months. The Civil Aviation Agency shall take the decision to cancel the result of the examination during which the procedures for taking an examination were violated, and also to cancel the results of all previously taken examinations.

**11. Taking of the Practical Examination**

177. The applicant shall take the practical examination within six months after completing the training course on practical flights and after he or she has passed theoretical examinations.

178. The applicant shall take the practical examination on the aircraft of the same class or type which was used in flight instruction.

179. The applicant shall submit to the Civil Aviation Agency the certification regarding the completion of the training course on theoretical knowledge and practical flights and also the application for taking the practical examination and appointing of an examiner not later than five working days before taking the planned practical examination.

180. The requirement referred to in Paragraph 179 of this Regulation shall not be applied to the proficiency check which is provided for revalidation of the class, type, or instrument rating or for renewing of the class, type, or instrument rating, if the term of validity of the abovementioned rating has expired less than three years ago.

181. The Civil Aviation Agency shall, not later than two working days before the planned practical examination, assign a sequential number to the applicant and appoint an examiner for taking of the practical examination.

182. Prior to taking of the practical examination, the applicant shall present the following documents to the examiner:

182.1. a personal identification document;

182.2. the pilotʼs logbook;

182.3. Class 1 or Class 2 medical certificate or at least a medical statement issued for a driver of B category vehicles.

183. In addition to the documents referred to in Paragraph 182 of this Regulation, the applicant shall, prior to the skill test and assessment of competence, present the following documents to the examiner:

183.1. certification of the completion of the training course of theoretical knowledge and practical flights;

183.2. training records which contains information on training flights conducted by the applicant, the analysis and results thereof.

184. The practical examination shall consist of the following stages:

184.1. pre-flight briefing (including aircraft check);

184.2. a theoretical test on operational procedures of the relevant aircraft, flight performance and planning, aircraft general knowledge;

184.3. a practical flying part, fulfilling the duties of the pilot-in-command or flight engineer;

184.4. post-flight briefing (attestation).

185. During the skill test/proficiency check referred to in Sub-paragraph 184.3 of this Regulation the applicant shall demonstrate that he or she is able to:

185.1. pilot the aircraft, operate the machinery and equipment of such aircraft, function within the crew according to the rating to be obtained, and also successfully perform all procedures and manoeuvres to be completed;

185.2. identify potential hazards and eliminate the errors made;

185.3. perform all tasks of the flight (manoeuvres);

185.4. successfully use the available air navigation information during the flight;

185.5. communicate with confidence with other flight crew members and air traffic control services when preparing for the flight and during the flight.

186. Each stage of the practical examination shall consist of one or several parts during which the applicant shall complete the tasks approved by the Civil Aviation Agency. Each task may be completed not more than twice. If the applicant fails to pass any of the tasks, the entire part shall be deemed as failed.

187. The practical examination shall be:

187.1. passed if the applicant passes all parts of the practical examination;

187.2. partially passed if the applicant fails to pass one part of the examination;

187.3. not passed if the applicant fails to pass two or more parts of the examination.

188. If the applicant has partially passed the practical examination, only the failed part of the examination must be re-taken.

189. The applicant who has twice failed the practical examination may re-take it if he or she has completed an additional training course programme in a certified training organisation.

190. The results of the practical examination taken for obtaining the flight crew member licence referred to in Sub-paragraph 5.1 of this Regulation shall be valid for six months from the date of passing the examination.

**12. Closing Provisions**

191. The leisure pilot licences, the flight engineer licences, and the national attachments to the Part-FCL licences which have been issued until the moment of coming into force of this Regulation shall be valid until 31 March 2022.

192. The ratings that have been made in the flight crew member licences referred to in Paragraph 191 of this Regulation until the moment of coming into force of this Regulation and are valid shall be considered as granted in accordance with the requirements of this Regulation.

193. The Civil Aviation Agency shall not apply the fee specified in Paragraph 24 of this Regulation for changing the licences referred to in Paragraph 191 of this Regulation if:

193.1. at the moment of submitting the application, the ratings in the licence are valid or the flight crew member has fulfilled the requirements for maintaining the validity of the rating;

193.2. the licence is not supplemented with a new rating.

194. Cabinet Regulation No. 762 of 11 December 2018, Regulations Regarding Certification of Civil Aviation Flight Crew Members (*Latvijas Vēstnesis*, 2018, No. 245), is repealed.

Prime Minister A. K. Kariņš

Minister for Transport T. Linkaits

**Annex 1**

Cabinet Regulation No. 754

16 November 2021

**Sample Flight Crew Member Licence**

front of the licence

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| Logo**Republic of Latvia****Civil Aviation Agency****Latvijas Republika****Civilās aviācijas aģentūra****FLIGHT CREW LICENCE****LIDOJUMU APKALPES LOCEKĻA****APLIECĪBA**Issued in accordance withIzdota saskaņā ar | **I** | State of issue/Izdevējvalsts | **II** | Title of licence/ Apliecības nosaukums | Initial issue/ Pirmā izdošana | Country code/ Valsts kods | **XII** Ratings and privileges/Kvalifikācijas atzīmes un tiesības |
| **III** | Licence number/Apliecības numurs |
| **IV** | Last name and first name of licence holder/Apliecības turētāja uzvārds un vārds | **IX** | Validity/Derīgums | Class/Type/IR/Klase/Tips/IR | Remarks/Restrictions/Piezīmes/Ierobežojumi |
| **IVa** | Date of birth/Dzimšanas datums | Instructor/Instruktors |   |
| **XIV** | Place of birth/Dzimšanas vieta |
| **V** | Address/Adrese | Examiner/Eksaminētājs |   |
| **VI** | Nationality/Pilsonība | **XII** | Radiotelephony privileges/Radiotelefona sakaru tiesības |
| **VII** | Signature of licence holder/Apliecības turētāja paraksts |
| **VIII** | Issuing Authority/Izdevējiestāde |
| **X** | Signature of issuing officer and date/Izdevēja paraksts un datums | **XIII** | Remarks/Piezīmes |
| **XI** | Seal or stamp of issuing Authority/Izdevēja zīmogs vai spiedogs |

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| **XII**Rating and endorsment/Kvalifikācijas atzīmes un apstiprinājums | Date of rating test/Kvalifikācijas atzīmes pārbaudes datums | Valid until/Derīga līdz | Examiner’s certificate number/Eksaminētāja sertifikāta numurs | Examiner’s signature/ Eksaminētāja paraksts | Abbreviations used in this attachment/Pielikumā lietotie saīsinājumi |
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Minister for Transport T. Linkaits

**Annex 2**

Cabinet Regulation No. 754

16 November 2021

**Sample Attachment to the Flight Crew Member Licence**

front of the licence

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| Logo**Republic of Latvia****Civil Aviation Agency****Latvijas Republika****Civilās aviācijas aģentūra****NATIONAL ATTACHMENT TO****FLIGHT CREW LICENCE****PIELIKUMS****LIDOJUMU APKALPES LOCEKĻA****APLIECĪBAI**Issued in accordance withIzdota saskaņā ar | **I** | State of issue/Izdevējvalsts | **II** | Title of licence/ Apliecības nosaukums | Initial issue/ Pirmā izdošana | Country code/ Valsts kods | **XII** Ratings and privileges/Kvalifikācijas atzīmes un tiesības |
| **III** | Licence number/Apliecības numurs |
| **IV** | Last name and first name of licence holder/Apliecības turētāja uzvārds un vārds | **IX** | Validity/Derīgums | Class/Type/IR/Klase/Tips/IR | Remarks/Restrictions/Piezīmes/Ierobežojumi |
| **IVa** | Date of birth/Dzimšanas datums | Instructor /Instruktors |  |
| **XIV** | Place of birth/Dzimšanas vieta |
| **V** | Address/Adrese | Examiner/Eksaminētājs |  |
| **VI** | Nationality/Pilsonība | **XII** | Radiotelephony privileges/Radiotelefona sakaru tiesības |
| **VII** | Signature of licence holder/Apliecības turētāja paraksts |
| **VIII** | Issuing Authority/Izdevējiestāde |
| **X** | Signature of issuing officer and date/Izdevēja paraksts un datums | **XIII** | Remarks/Piezīmes |
| **XI** | Seal or stamp of issuing Authority/Izdevēja zīmogs vai spiedogs |

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| **XII**Rating and endorsment/Kvalifikācijas atzīmes un apstiprinājums | Date of rating test/Kvalifikācijas atzīmes pārbaudes datums | **XII**Date of IR test/IR pārbaudes datums | Valid until/Derīga līdz | Examiner’s certificate number/Eksaminētāja sertifikāta numurs | Examiner’s signature/ Eksaminētāja paraksts | Abbreviations used in this attachment/Pielikumā lietotie saīsinājumi |
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Minister for Transport T. Linkaits

**Annex 3**

Cabinet Regulation No. 754

16 November 2021

**Procedures for the Filling in of the Pilot’s Logbook**

1. At least the following information shall be included in the pilot’s logbook:

1.1. personal detail – the given name(s), surname(s), and address of the flight crew member (hereinafter in this Annex – the pilot);

1.2. for each flight:

1.2.1. the given name, surname of the pilot-in-command (hereinafter in this Annex – the PIC);

1.2.2. the date of the flight;

1.2.3. the place and time of departure and arrival;

1.2.4. the type, including make, model, or variant, and the registration of the aircraft;

1.2.5. an indication if the aircraft is single-engine or multi-engine aircraft (if applicable);

1.2.6. the total flight time;

1.2.7. the accumulated total flight time;

1.3. for each session in a flight simulation training device (hereinafter in this Annex – the FSTD) (if applicable):

1.3.1. the type and qualification number of the FSTD;

1.3.2. the FSTD instruction;

1.3.3. the date;

1.3.4. the total time of session;

1.3.5. the accumulated total time;

1.4. details on pilot function – on flights as the PIC, including solo, a student pilot-in-command (hereinafter in this Annex – the SPIC) and a pilot-in-command under supervision (hereinafter – the PICUS), a co-pilot, dual, an instructor or examiner;

1.5. operational conditions – namely if the operation takes place at night or is conducted under instrument flight rules.

2. Logging of the flight time:

2.1. pilot-in-command (PIC) flight time:

2.1.1. the holder of a licence may log as PIC time all of the flight time during which he or she is the PIC;

2.1.2. the applicant for or the holder of a pilot licence may log as PIC time all solo flight time, flight time as SPIC, and flight time under supervision, provided that such SPIC time and flight time under supervision are countersigned by the instructor;

2.1.3. the holder of an instructor rating may log as PIC all flight time during which he or she acts as an instructor in an aircraft;

2.1.4. the holder of an examiner rating may log as PIC all flight time during which he or she occupies a pilot’s seat and acts as an examiner in an aircraft;

2.1.5. a co-pilot acting as PICUS on an aircraft on which more than one pilot is required under the type certification of the aircraft or as required by operational requirements provided that such PICUS time is countersigned by the PIC;

2.1.6. if the holder of a licence carries out a number of flights upon the same day returning on each occasion to the same place of departure and the interval between successive flights does not exceed 30 minutes, such series of flights (except for training flights and practical examination) may be recorded as a single entry;

2.2. co-pilot flight time – the holder of a pilot licence occupying a pilot’s seat as a co-pilot may log all flight time as a co-pilot flight time on an aircraft on which more than one pilot is required under the type certification of the aircraft or the regulations under which the flight is conducted;

2.3. cruise relief co-pilot flight time – the cruise relief co-pilot may log all flight time as a co-pilot when occupying the pilot’s seat;

2.4. instruction time –a summary of all time logged by the applicant for a licence or rating as flight instruction, instrument flight instruction, instrument ground time, etc. may be logged as instruction time if certified by the appropriately rated or authorised instructor from whom the instruction was received;

2.5. pilot-in-command under supervision (PICUS) flight time – provided that the method of supervision is acceptable to the competent authority, the co-pilot may log as PIC flight time flown as PICUS when all duties and functions of the PIC on that flight were carried out in such a way that the intervention of the PIC in the interest of safety was not required.

3. Format of the record:

3.1. details of flights flown under commercial air transport may be recorded in a computerised format maintained by the operator. In this case the operator shall make the records of all flights operated by the pilot, including the differences training and the familiarisation flights, and ensure that the abovementioned information is available upon request of the flight crew member concerned;

3.2. for other types of flights in aeroplanes, helicopters and powered-lift aircraft, the pilot shall record the details of the flights flown in the pilot’s logbook. The pilot’s logbook may be kept in an electronic form; however, it must include all the information specified in Paragraph 1 of this Annex;

3.3. an appropriate form of the pilot’s logbook shall be used for sailplane, balloons, and airship flights. The pilot’s logbook may be also maintained in an electronic form; however, it must include all the information specified in Paragraph 1 of this Annex and additional information which is specific for the relevant type of operation of the aircraft.

**Sample Pilot’s Logbook**

|  |
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| PILOT’S LOGBOOKGiven name(s), surname(s) \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_Licence No. \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |

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| Address: |
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| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Date(dd/mm/yy) | Departure | Arrival | Aircraft | Single-pilot time | Multi-pilot time | Total time of flight | Surname of the pilot-in-command | Landings |
| place | time | place | time | make, model, variant | registration | SE | ME | day | night |
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| 9 | 10 | 11 | 12 |
| Operational condition time | Pilot function time | FSTD sessions | Remarks and endorsements |
| night | IFR | PIC | co-pilot | dual | instructor | date(dd/mm/yy) | type | total time of session |
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|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | I certify that entries in this pilot’s logbook are correct\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_Signature of the pilot |
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4. Instructions for use:

4.1. point FCL.050 of Regulation No 1178/2011 requires holders of a pilot licence to record details of all flights flown. The pilot’s logbook enables holders of the pilot licence to record flying experience in a manner which facilitates this process while providing a permanent record of the flights of the licence holders. Pilots who fly regularly aeroplanes and helicopters or other aircraft categories are recommended to maintain separate logbooks for each aircraft category;

4.2. pilotʼs logbook entries shall be made as soon as practicable after any flight undertaken. All entries in the pilot’s logbook shall comply with the following conditions:

4.2.1. if the pilot’s logbook is in paper form, all entries shall be made in ink or indelible pencil;

4.2.2. if the pilot’s logbook is in electronic form, it shall be made and kept in a way that the information therein would be available upon request of the competent authority, it would contain all the information referred to in Paragraph 1 of this Annex and would be drawn up in a form acceptable for the competent authority;

4.3. details of every flight in the course of which the holder of a pilot licence acts as a flight crew member shall be recorded in corresponding columns using one row for each flight. If an aircraft carries out a number of flights upon the same day returning on each occasion to the same place of departure and the interval between successive flights does not exceed 30 minutes, such series of flights (except for training flights and practical examination) may be recorded as a single entry;

4.4. the flight time shall be recorded:

4.4.1. for aeroplanes, universal powered sailplanes, and powered-lift aircraft – from the moment an aircraft first moves to taking off until the moment it finally comes to rest at the end of the flight;

4.4.2. for helicopters – from the moment 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;

4.4.3. for airships – from the moment an airship is released from the mast to taking off until the moment the airship finally comes to rest at the end of the flight, and is secured on the mast;

4.5. when an aircraft carries two or more pilots as members of the aircraft flight crew, one of them shall, before the flight commences and according to the operational requirements, be designated by the operator as the pilot-in-command (PIC) who may delegate the conduct of the flight to another suitably qualified pilot. All flying carried out as PIC shall be recorded in the pilot’s logbook as “PIC”. The pilot flying as PICUS or SPIC shall record the flying time as “PIC”, but all such entries are to be certified by the pilot-in-command (PIC) or flight instructor in the “Remarks” column of the pilot’s logbook.

5. Notes on recording of flight time:

5.1. column 1: enter the date (dd/mm/yy) on which the flight commences;

5.2. column 2 or 3: enter the place of departure and destination either in full or the internationally recognised three- or four-letter designator. All times should be in the Universal Time Coordinated (UTC);

5.3. column 5: indicate whether the operation was a single-pilot or multi-pilot flight. If it had been a single-pilot flight, it shall be indicated whether it was conducted with a single-engine or multi-engine aeroplane;

Example:

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Date(dd/mm/yy) | Departure | Arrival | Aircraft | Single-pilot time | Multi-pilot time | Total time of flight | Surname of the PIC | Landings |
| place | time | place | time | make, model, variant | registration | SE | ME | day | night |
| 08/04/12 | LFAC | 1025 | EGBJ | 1240 | PA34-250 | G-SENE |  | ✓ |  |  | 2 | 15 | SELF | 1 |   |
| 09/04/12 | EGBJ | 1810 | EGBJ | 1930 | C152 | G-NONE | ✓ |  |  |  | 1 | 50 | SELF |   | 2 |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 11/04/12 | LGW | 1645 | LAX | 0225 | B747-400 | G-ABCD |  |  | 9 | 40 | 9 | 40 | Surname of the PIC |  | 1 |

5.4. column 6: total time of flight may be entered in hours and minutes or as a decimal notation, as desired;

5.5. column 7: enter the given name and surname of the pilot-in-command (PIC) or himself or herself (SELF) as appropriate;

5.6. column 8: indicate the number of landings as pilot flying by day or night;

5.7. column 9: enter flight time undertaken at night or under the instrument flight rules, if applicable;

5.8. column 10: pilot function time:

5.8.1. enter flight time as PIC, SPIC, and PICUS as PIC;

5.8.2. the flight time conducted and recorded as SPIC or PICUS shall be countersigned by the aircraft pilot-in-command (PIC) or flight instructor in the column “Remarks” (column 12);

5.8.3. instructor time shall be recorded as appropriate and also entered as PIC in conformity with the conditions of Sub-paragraph 2.1.3 of this Annex;

5.9. column 11:

5.9.1. for any flight simulation training device (FSTD) enter the type of aircraft and qualification number of the device. For other flight training devices enter either FNPTI or FNPTII as appropriate;

5.9.2. total time of session includes all exercises carried out in the device, including pre- flight and after-flight inspection;

5.9.3. enter the type of the task carried out, for example, “proficiency check, revalidation of the operator”, in the column “Remarks” (column 12);

5.10. column 12: the licence holder may use the column “Remarks” to record more detailed information on the flight. The following entries, however, should always be made:

5.10.1. instrument flight time undertaken as part of the training for a licence or rating;

5.10.2. details of all skill tests and proficiency checks;

5.10.3. signature of the pilot-in-command (PIC) if the pilot has recorded flight time as SPIC or PICUS;

5.10.4. signature of the instructor if flight is part of an SEP or TMG class rating revalidation;

5.10.5. information on the conducted training flight in the pilot’s logbook of the instructor – the surname of the student pilot and the task carried out, in the pilot’s logbook of the student pilot – the task carried out and the signature of the instructor.

6. When each page is completed, the pilot shall enter the accumulated flight time or hours in the appropriate columns and certify the entry with the signature in the column “Remarks”.

Example:

|  |  |  |  |
| --- | --- | --- | --- |
| 9 | 10 | 11 | 12 |
| Operational condition time | Pilot function time | FSTD sessions | Remarks and endorsements |
| night | IFR | PIC | co-pilot | dual | instructor | date(dd/mm/yy) | type | total time of session |
|  |  | 2 | 15 | 2 | 15 |  |  |  |  |  |  |  |  |  |  |  |
| 1 | 20 |  |  | 1 | 20 |  |  |  |  | 1 | 20 |  |  |  |  | Night rating training |
|  |  |  |  |  |  |  |  |  |  |  |  | 10/04/12 | B747-400 (Q1234) | 4 | 10 | Revalidation proficiency check |
| 8 | 10 | 9 | 40 | 9 | 40 |  |  |  |  |  |  |  |  |  |  | PICUS: signature of the PIC |

Minister for Transport T. Linkaits

**Annex 4**

Cabinet Regulation No. 754

16 November 2021

**Information to be Indicated for Obtaining the Aircraft Flight Crew Member Licence, Rating and Certificate**

1. The type of the licence which the person wishes to obtain (leisure pilot licence, private pilot licence, sailplane pilot licence, balloon pilot licence, commercial pilot licence, multi-crew pilot licence, airline transport pilot licence, flight engineer licence). It shall be indicated, for instance, whether the licence should be issued for the first time, the licence should be supplemented, or changes in personal data should be made.

2. Given name and surname of the person (in Latvian or in Latin characters) according to the data indicated in the passport or personal identification document.

3. Date of birth (day, month, year).

4. The declared place of residence and actual place of residence of the person (if different), contact details.

5. Nationality.

6. Information on valid aircraft flight crew member licences in the possession of the person (licence number, issuing country, date of issuance, term of validity, limitations).

7. Information on the medical certificate of the person (number, issuing country, date of issuance, term of validity, limitations) in accordance with the requirements laid down for obtaining the relevant licence and rating.

8. Information on the training programme of theoretical knowledge and practical flights acquired by the flight crew member, duration of the training (start and end of the training), and the country where the indicated training programme has been acquired in accordance with the requirements laid down for obtaining the relevant flight crew member licence, rating, or certificate.

9. Information on the aircraft category, type, or class ratings, additional ratings, instructor or examiner certificate which the person wants to obtain.

10. Information on the number of flight hours in an aircraft and simulator (the number of hours of flight instruction, number of solo flight hours, total number of flight hours while acting as the pilot-in-command and, if necessary, flight experience on the aircraft of another category, type, or class).

11. Information on the acquired level of proficiency in radio communications, phraseology, and English in accordance with Annex 1 to the Convention on International Civil Aviation of 7 December 1944.

12. The date and country where the theoretical and practical examinations have been passed in accordance with the requirements for obtaining the relevant licence, rating, or certificate.

13. Attestations:

13.1. that the information on the flight crew member licences or ratings issued to the person (valid or invalid) is true;

13.2. that the applicant is informed that administrative liability may set in for the provision of false information;

13.3. that the applicant is informed that, in accordance with the laws and regulations governing the field of aviation, information on flight crew member licences, ratings, and flight experience is transferred to the competent authorities of other countries or may be requested from the abovementioned authorities, and also that such information is being obtained and stored by the Civil Aviation Agency to oversee the activity of persons in the field of civil aviation.

14. The date of submitting the application (date, month, year) and signature of the submitter. The detail of the document “signature” shall not be completed if the application has been drawn up in accordance with the laws and regulations regarding drawing up electronic documents.

Note. The person shall certify the information indicated in the application by submitting the relevant documents to the Civil Aviation Agency.

Minister for Transport T. Linkaits

**Annex 5**

Cabinet Regulation No. 754

16 November 2021

**Procedures and Time for Taking a Theoretical Examination for Persons who Wish to Obtain the Flight Crew Member Licence**

1. The number of questions in each subject and the time for taking the theoretical examination for persons who wish to obtain the leisure pilot licence and the flight engineer licence.

|  |  |  |  |
| --- | --- | --- | --- |
| No. | Subject of the theoretical examination | Leisure pilot | Flight engineer |
| number of questions | time (minutes) | number of questions | time (minutes) |
| 1.1. | air law | 16 | 40 | 12 | 30 |
| 1.2. | aircraft general knowledge | 12 | 30 | 20 | 40 |
| 1.3. | flight performance and planning | 12 | 30 | 20 | 40 |
| 1.4. | human performance | 12 | 30 | 12 | 30 |
| 1.5. | meteorology | 16 | 40 | – | – |
| 1.6. | navigation | 16 | 40 | – | – |
| 1.7. | operational procedures | 10 | 25 | 20 | 40 |
| 1.8. | principles of flight | 16 | 40 | 16 | 40 |
| 1.9. | communications | 10 | 25 | 10 | 25 |

2. The number of questions in each subject and the time for taking the theoretical examination for persons who wish to obtain the private pilot licence.

|  |  |  |
| --- | --- | --- |
| No. | Subject of the theoretical examination | Private pilot |
| number of questions | time (minutes) |
| 2.1. | air law | 16 | 40 |
| 2.2. | human performance | 12 | 30 |
| 2.3. | meteorology | 16 | 40 |
| 2.4. | communications | 10 | 25 |
| 2.5. | principles of flight | 16 | 40 |
| 2.6. | operational procedures | 10 | 25 |
| 2.7. | flight performance and planning | 12 | 30 |
| 2.8. | aircraft general knowledge | 12 | 30 |
| 2.9. | navigation | 16 | 40 |

3. Procedures for taking the theoretical examination:

3.1. prior to the start of the examination the examiner shall check the identity of the applicant. The applicant shall present a personal identification document (passport, identification card) and the latter shall be on the table of the applicant throughout the examination time;

3.2. during the examination the applicant may use:

3.2.1. a pen;

3.2.2. a non-programmable calculator without specific aviation calculating functions;

3.2.3. a mechanical flight computer (E6B, CRP-5 or similar);

3.2.4. a protractor;

3.2.5. a bow compass;

3.2.6. a ruler;

3.2.7. a dictionary which is not specific in the field of aviation;

3.2.8. manuals and information materials provided by the Civil Aviation Agency;

3.2.9. draft paper provided by the Civil Aviation Agency;

3.3. all aids that the applicant wants to use during the examination must be presented to the examiner prior to the start of the examination;

3.4. personal belongings (including mobile phones, watches, and other electronic devices) shall be placed by the applicant in the location indicated by the examiner and shall be returned after the end of the examination or with the permission of the examiner. The sound signal of the mobile phone must be turned off;

3.5. during the examination the applicant is prohibited from:

3.5.1. using any reference sources and materials not referred to in Sub-paragraphs 3.2 and 3.3 of this Annex;

3.5.2. communicating with other applicants and other persons;

3.5.3. leaving the seat without the permission of the examiner;

3.6. question-and-answer sheets and also draft sheets shall be handed over by the applicant to the examiner after the end of the examination.

Minister for Transport T. Linkaits