

**Credit report for pilot licences obtained during military service
(according to Article 10 of Commission Regulation (EU) No 1178/2011)**



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Abbreviations

ATO	Approved Training Organisation
ATPL	Air Transport Pilot Licence
ATS	Air Traffic Services
CPL	Commercial Pilot Licence
EASA	European Aviation Safety Agency
EC	European Commission
EU	European Union
FTO	Flight Training Organisation
ICAO	International Civil Aviation Organisation
IFR	Instrument flight rules
IMC	Instrument Meteorological Conditions
IR	Instrument Rating
JAR-FCL	Joint Aviation Requirements – Flight crew licensing
MAA SK	Military Aviation Authority of the Slovak Republic
MAR-FCL	Military Aviation Requirements – Flight crew licensing
MCC	Multi Crew Cooperation
MIR	Military instrument rating
MPL	Military Pilot Licence
QFE	Atmospheric pressure at mean sea level
QNH	Barometric pressure adjusted to sea level
PF	Pilot Flying
PIC	Pilot In Command
PNF	Pilot Non Flying
TA	Transport Authority – Slovak Republic



Introduction

This credit report was prepared by Transport Authority ¹with reference to Article 10 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 (further “Regulation”).

This report was prepared in order to set up procedures for the recognition of military licences, to demonstrate the level of knowledge, experience and skill gained in military service and to identify credits that can be given for the purpose of the relevant requirements of Annex I of the Regulation.

For this purpose Transport Authority (further “TA”) with cooperation with Military Aviation Authority of the Slovak republic (further “MAA SK) compared the requirements of Regulation with requirements of MAA SK.

¹ In accordance with the Act No. 402/2013 Coll., on Authority for Regulation of Electronic Communications and Postal Services and on Transport Authority, to alter and to amend some other acts, as amended, the Transport Authority has been established as a legal successor of the Civil Aviation Authority of the Slovak Republic with effect from 1st January 2014.



1. National requirements for military licences, ratings, certificates, authorisations and/or qualifications

1.1. General

The national requirements for military licences, ratings, certificates, authorisations and/or qualifications were prepared by the MAA SK.

The requirements do follow the respective JAR-FCL (Joint Aviation Requirements – Flight crew licensing) requirements with some deviations. The basic document that sets rules and requirements for pilot licensing in military services of the Slovak republic is called MAR-FCL (Military Aviation Requirements – Flight crew licensing). Further administrative procedures and guidance are set in four separate documents plus a general document regarding the training of the pilots (these can be found in Annexes of this Credit report):

Flight training programme for airline flight crews

Flight training programme for helicopter crews

Elementary flight training programme for tactical flying

Flight training programmes for fighters and training planes

Military regulation of training of pilots

1.2 Theoretical knowledge preparation.

In past the pilots were prepared on Military University in Kosice in Pilot programme, were their theoretical knowledge training as well as practical training was conducted. For the pilots that did not receive theoretical knowledge preparation and flying procedures in accordance with ICAO a special course was prepared in 2004 with respective elements from CPL/IR (course was prepared in cooperation with Air Navigation Services of the Slovak Republic). The training in accordance with ICAO was added to flight training which underwent each pilot after military services changed from flying according to QFE to flying according to QNH.

Later on the training of pilots was done by Military Academy in Liptovsky Mikulas. This training is provided in FTOs approved by TA. Theoretical knowledge training is provided up to ATPL and flight training up to CPL level. Each year an ICAO testing (Annexes, Doc 8186 and AIP) is prepared by MAA SK.



1.2 Licences issued by MAA SK

The MAA SK recognizes Military pilot licences in 4 levels (MPL I-III and a student licence) and Military crew member licence. **Any credit can be given only for MPL I, MPL II or MPL III licence.** Following are the basic requirements for respective licences issued by MAA SK

1.2.1 MPL I

Experience and crediting (MAR-FCL 1.001)

For obtaining MPL I applicant shall have at least 200 hours of flight time.

Remark: If applicant is holder of civil CPL licence and undergoes training for military IR rating (MIR) MPL I can be issued.

Crediting

From 200 hours:

- (i) 10 hours can be instrument ground time in simulator
- (ii) 100 hours can be on aircraft of different category as the one used for MPL I training
- (iii) 30 hours can be as PIC or PIC in training on sport motor planes or light helicopters

Flight time

200 hours shall include

- (i) minimum 100 flight hours as PIC (or co-pilot which under supervision of PIC performs tasks of PIC) or at least 50 hours as PIC and 50 flight hours as PIC in training
- (ii) 10 instrument flight hours in other than ICAO rules (**military instrument rules**)
- (iii) 10 flight hours during cross-country flights as PIC (or PIC in training) including a flight with:
 - (in tactical aviation) a cross-country flight of at least 300 km during which a full stop landing at 1 aerodrome shall be made,
 - (in airliner and helicopters) 540 km different from aerodrome of departure shall be made.



Theoretical knowledge (MAR-FCL 1.005)

For MPL I, the applicant shall undergo a theoretical knowledge in training centre of Military Forces of the Slovak Republic, in scope of valid syllabi (pilot course), or eventually additional course for those who did not undergo a training programme according to valid syllabi, or a training in approved FTO or a course in approved organisation specialized on theoretical knowledge training.

For the scope of theoretical training please see respective provisions of Flight training programme for airline flight crews and Flight training programme for helicopter crews (see Annexes).

Flight training (MAR-FCL 1.010)

The flight training shall be done and finished either in scope of tactical (airline) flight training programmes of respective type of military aviation up to JTP level during day in VMC with MIR rating (military instrument rating without training for ICAO IFR rules) in Training centre of Military Forces of Slovak Republic or in FTOs in integrated or modular course. These courses should be combined with theoretical knowledge courses.

Skill test (MAR-FCL 1.015)

Applicant shall perform a skill test in the extent specified in respective flight training programmes of respective type of military aviation up to level for VMC with instrument approach and landing according to MIR, or demonstrate ability to perform as PIC procedures and manoeuvres of aircraft with degree of competency appropriate to requirements laid on CPL holder.

1.2.2 MPL II

Experience and crediting (MAR-FCL 1.020)

Holder of a „civil“ instrument rating can be fully credited when extending his MPL I to MPL II.

For obtaining the MPL II it is necessary for applicant to fulfil requirements for obtaining MPL I.

For extending the MPL I to MPL II the pilot shall undergo

- (i) theoretical training of instrument rating,
- (ii) flight training according to ICAO procedures for IFR in following scope:



- For single engine aircrafts at least 25 hours of flight training of which up to 10 hours may be instrument ground time in FSTD.
- For multi engine aircrafts at least 30 hours of flight training of which up to 15 hours may be instrument ground time in FSTD.
- holder of instrument rating for single engine aircraft extending his rating to multi engine aircraft shall undergo training including at least 5 instrument flight hours on multi engine aircraft.

Theoretical knowledge (MAR-FCL 1.025)

For MPL II the applicant shall undergo theoretical training (IR) in the training centre of Military Forces of Slovak Republic (in the scope of ICAO course for pilots, or valid syllabi for flying personnel in case of internal students) or training in approved FTO or a course in approved organisation specialized on theoretical knowledge training.

Flight training (MAR-FCL 1.030)

The flight training shall be done and finished

a) either in scope of tactical (airline) flight training programmes of respective type of military aviation up to MPL I level and the training in ICAO procedures in IFR which have to include:

- (i) pre-flight procedures for IFR flights, including the use of the flight manual and appropriate air traffic services documents in the preparation of an IFR flight plan,
- (ii) procedures for IFR operations in normal, abnormal and emergency conditions covering at least,
 - transition from visual to instrument flight,
 - standard instrument departures and arrivals,
 - en-route IFR procedures,
 - holding procedures,
 - instrument approaches to specified minima,
 - missed approaches,
 - landings from instrument approaches, including circling.



- (iii) if required, operation of a multi-engine aeroplane in the above exercises, including operation of the aeroplane solely by reference to instruments with one engine simulated inoperative, as set in exercises of tactical (airline) flight training programmes of respective type of military aviation.

b) or in FTO in module of integrated training in the scope of instrument rating

Use of English language (MAR-FCL 1.035)

Instrument rating shall include the gaining the ability to use the English language for the following purpose:

- (i) flight

radiotelephony relevant to all phases of flight, including emergency situations.

- (ii) ground

all information relevant to the accomplishment of a flight, e.g.:

- be able to read and demonstrate an understanding of technical manuals written in English,
- pre-flight planning, weather information collection, NOTAMs, ATC Flight Plan, etc.
- use of all aeronautical en-route, departure and approach charts and associated documents written in English

- (iii) communication,

be able to communicate ATS in English during flight preparation and phases of flight, including.

Abilities set in MAR-FCL 1.035 p. 7 shall be demonstrated by fulfilling one of following requirements

(i) graduating from IR or ATPL course given in English language, or having passed IR or ATPL theoretical knowledge exams in English

(ii) having passed a specific exam in above mentioned scope, organized language institute determined by MAA SK or organized by TA SK.



Skill test (MAR-FCL 1.040)

Applicant shall perform a skill test in the extent specified in respective flight training programmes of respective type of military aviation up to level for IMC flight conditions during day with IR approach and landing (instrument rating in ICAO procedures for IFR), in meteorological minimas set for specific aircraft type and airport (or during meteorological conditions for VFR night flight). The flight shall be performed with radio communication in English.

1.2.3 MPL III

Experience and crediting (MAR-FCL 1.045)

Holder of a „civil“ ATPL licence can be fully credited when extending his MPL I to MPL III.

For obtaining the MPL II it is necessary for applicant to fulfil requirements for obtaining MPL II.

For extending the MPL I to MPL II the pilot shall undergo:

- (i) MCC training (Multi Crew Co-operation).

The applicant for MPL III shall have at least 500 flight hours.

Crediting

From 500 flight hours

- (i) 50 hours can be instrument ground time in simulator
- (ii) holders of another category of aircraft (transiting form aeroplane to helicopters and vice-versa) holders of another category of aircraft (transiting form aeroplane to helicopters and vice-versa), can be credited up to 50% of the total flight time.



Flight time

500 flight hours shall include:

- (i) minimum 300 flight hours in multi pilot crew on airliners,
- (ii) 200 flight hours as PIC or , minimum 100 flight hours as PIC and 100 flight hours as co-pilot which under supervision of PIC performs tasks of PIC,
- (iii) 200 cross-country hours of which at least 100 flight hours pilot acts as PIC hours or, co-pilot which under supervision of PIC performs tasks of PIC,
- (iv) 75 instrument flight hours, of which up to 30 hours can be instrument ground time in simulator,
- (v) 70 flight hours in night as PIC or co-pilot.

Theoretical knowledge (MAR-FCL 1.050)

For MPL III applicant shall fulfil requirements for theoretical knowledge instruction for MPLII and multi-crew cooperation (MCC) course.

The MCC course shall include at least 25 hours of theoretical training and exercises.

Flight training (MAR-FCL 1.055)

The flight training shall be done and finished

a) in scope of tactical (airline) flight training programmes of respective type of military aviation up to MPL II with focus on work of crew members as a team in the multi crew environment and not only the collection of technically competent individuals., Training exercises shall include such tasks, that include pilots as crew members in both pilot flying (PF) and pilot not flying (PNF) roles. Also the exercises shall ensure that aim of MCC procedures is reaching following objectives.

- (i) The PIC fulfils his managing and decision-making functions irrespective whether he is PF or PNF.
- (ii) The tasks of PF and PNF are clearly specified and distributed in such a manner that the PF can direct his full attention to the handling and control of the aircraft.



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(iii) Co-operation is effected in an orderly manner appropriate to the normal, abnormal or emergency situations encountered.

(iv) Mutual supervision, information and support is ensured at all times.

b) or in FTO providing MCC course.

Practical training of MCC course shall include at least 20 flight hours. If possible MCC course should be combined with first multi-pilot aeroplane type training.

Skill test (MAR-FCL 1.060)

Applicant shall perform a skill test in the extent specified in respective flight training programmes of respective type of military aviation required for MPLII with focus on multicrew cooperation in all phases of flight including flight preparations with feedback (analyzes, pros and cons).



2. Scope of the privileges that were given to the pilots.

The scope of privileges given to respective category of licence (MPL I, MPL II, MPL III) is generally the same. The difference is only in the possibility to fly “civil” IR, where only MPL II and MPL III holders can fly civil IR.

Even without MCC course, two MPL I or MPLII holders can compose a flight crew on multi pilot aeroplane provided that they have a valid respective type rating.

Remark:

Fact that scope of privileges given to various categories is generally the same, it is disturbing as many unpredictable options may appear when composing the crew e.g. two MPL I or MPL II without civil IR and MCC course flying having to divert to civil airport in IR conditions. TA considers this unacceptable for licences issued in accordance with Regulation and therefore will be taken into account by TA when converting the licence.



3. Requirements of Annex I credit is to be given.

Based on comparison of requirements of MAR-FCL and Regulation, TA has decided to follow the following conditions when converting military licences to licences issued in accordance with Regulation.

A comparison table of requirements has been prepared (see Annex 1)

The applicant shall fulfil all requirements of Regulation for respective licence, category of aircraft or rating. Credits can be given for following areas.

Note: Same rules apply for applicants applying for national licences for non-EASA types. Applicants will be issued by national licence with non-EASA type endorsed. As applicants shall meet other requirements of this report, applicants will be issued by a licence in accordance with the Part-FCL, after getting EASA type.

3.1 Requirements regarding theoretical knowledge training and theoretical knowledge examinations

3.1.1. Theoretical knowledge training

The requirements of Regulation regarding theoretical knowledge training for respective licence, category of aircraft or rating may be reduced at discretion of ATO. ATO shall issue a certificate of completion of this course.

3.1.2 Theoretical knowledge examinations

When applying for a Part-FCL licence, applicant will be required to pass the theoretical knowledge examination in accordance with Regulation.

3.1.2.1 Crediting

a) If the applicant already passed a theoretical knowledge examination according to JAR-FCL at TA prior to 8.4.2013 a credit will be given. In this case applicant shall only pass a difference theoretical knowledge examination from Air Law and Operational Procedures.

b) If the applicant already passed a theoretical knowledge examination according to ICAO prior to at TA 8.4.2013 a credit will be given. In this case applicant shall only pass a difference theoretical knowledge examination from Air Law, Operational Procedures, Human Performance, Flight Planning and Flight Performance.

c) The credit can only be given if the applicant's last flying practice is no more than 3 years old and has had no more than 3 year break in his flying practice since passing theoretical knowledge exams.



3.1.3 MCC training

Those applicants that have not received a MCC course in accordance to JAR-FCL prior to 8.4.2013 and apply for a multi-pilot aircraft shall pass a full course in accordance with Regulation prior to converting the licence.

3.2 Requirements regarding practical training

The requirements of Regulation regarding practical training for respective licence, category of aircraft or rating may be reduced at discretion of ATO. ATO shall issue a certificate of completion of this course.

3.3 Requirements regarding experience and crediting

Flight hours can be fully credited towards requirements of Regulation for respective licence or category of aircraft with following exception:

- no credit is given towards Military Instrument Rating hours (Vojenská prístrojová kvalifikácia)
- multi pilot hours flown without having MCC course shall not be credited (MPL I and MPL II holders)
- instructor hours can be only credited towards requirements of FCL.910.FI c)
- credit given to hours flown on non-EASA aircrafts (e.g. MI-8, Mi-17) is limited as follows:
 - o pilots having less than 500 hours total on non-EASA aircraft may upon decision of ATO, have the required flight training hours, number of lessons and specific flight training hours reduced. This does not apply to new aircraft type training.
 - o pilots having more than 500 hours total on non-EASA aircraft may upon decision of ATO, be exempted from undertaking the required flight training, number of lessons and specific flight training hours. This does not apply to new aircraft type training.

The flight hours gained in military service shall be confirmed by MAA SK. These flight hours shall be after checked with inspector of TA SK.



3.4. Requirements regarding skill tests

Applicants for Part-FCL licence shall pass a respective skill test in accordance with regulation.



4. Limitations to be included on the Part-FCL licences and indicate any requirements pilots have to comply with to remove those limitations.

Should the applicant fulfil all requirements set in this conversion report, no limitations will be included on the licence.

A statement “based on military licence No.: XXXX” shall be included in “Remarks” on the licence.

5. Process of crediting – authority procedures

5.1 General

In accordance with Article 10 of Regulation the process of of crediting can only started after the applicant has finished his service in army. This means that if pilot has been issued a licence in accordance with Part-FCL he shall not continue to fly in military services. Only experience gained before submitting an application to TA can be taken into account.

5.2 Required documents

TA will require following documents from the applicant:

- a) application form for credit of experience and issue of licence
- b) document proving the end of military services
- c) a logbook confirmed by MAA
- d) other documents as appropriate to licence and ratings applied (theoretical knowledge certificates, type rating certificates, MCC course certificates ...)

5.3 Authority procedures

TA will start the process of crediting and issuing the licence after all required documents have been delivered to TA. TA will in accordance with its procedures verify all the documents and check whether all requirements of Regulation and this credit report have been met. Should all requirements be met, the TA will issue the licence.



6. Copies of all documents necessary to demonstrate the elements in this credit report, accompanied by copies of the relevant national requirements and procedures.

Annex 1 – Comparison table

Annex 2 – MAR-FCL

Annex 3 - Flight training programme for airline flight crews

Annex 4 - Flight training programme for helicopter crews

Annex 5 - Elementary flight training programme for tactical flying

Annex 6 - Flight training programmes for fighters and training planes

Annex 7 - Military regulation of training of pilots