

ANNEX III - CONDITIONS FOR THE ACCEPTANCE OF LICENCES ISSUED BY OR ON BEHALF OF THIRD COUNTRIES

A. VALIDATION OF LICENCES

General

1. MCAA may validate a pilot licence issued in compliance with the requirements of Annex 1 to the Chicago Convention. Pilots shall apply to MCAA.
2. The validation of a licence shall have a validity period, which does not exceed one year, and its privileges shall only be exercised as long as the licence remains valid. The holders of a licence accepted by MCAA shall exercise their privileges in accordance with the requirements stated in Part-FCL.

Pilot licences for commercial air transport and other commercial activities

3. For the validation of pilot licences for commercial air transport and other commercial activities, the holders shall comply with the following requirements, as applicable, for the privileges sought:
 - (a) complete, as a skill test, the type or class rating revalidation requirements of Annex I (Part-FCL) to this Regulation relevant to the privileges of the licence held;
 - (b) demonstrate knowledge of the relevant parts of the operational requirements and Annex I (Part-FCL) to this Regulation;
 - (c) demonstrate language proficiency in accordance with Point FCL.055 of Annex I (Part-FCL) to this Regulation;
 - (d) hold a valid Class 1 medical certificate, issued in accordance with Annex IV (Part-MED) to this Regulation;
 - (e) in the case of aeroplanes, in addition to the requirements in points (a) to (d), comply with the experience requirements set out in the following table:

Experience requirements for aeroplanes

| Licence held | Total flying hours experience | Privileges | |
|--------------------------|--|---|-----|
| (1) | (2) | (3) | |
| ATPL(A) | > 1 500 hours as PIC on multi-pilot aeroplanes | Commercial air transport in multi-pilot aeroplanes as PIC | (a) |
| ATPL(A) or CPL(A)/IR (*) | > 1 500 hours as PIC or co-pilot on multi-pilot aeroplanes | Commercial air transport in multi- | (b) |

| | | | |
|---|---|---|------|
| | according to operational requirements | pilot aeroplanes as co-pilot | |
| MPL | > 1 500 hours as co-pilot on multi-pilot aeroplanes according to operational requirements | Commercial air transport in multi-pilot aeroplanes as co-pilot | (ba) |
| CPL(A)/IR | > 1 000 hours as PIC in commercial air transport since gaining an IR | Commercial air transport in single-pilot aeroplanes as PIC | (c) |
| CPL(A)/IR | > 1 000 hours as PIC or as co-pilot in single-pilot aeroplanes according to operational requirements | Commercial air transport in single-pilot aeroplanes as co-pilot according to operational requirements | (d) |
| ATPL(A), CPL (A)/IR, CPL(A) | > 700 hours in aeroplanes, including 200 hours in the activity role for which acceptance is sought, and 50 hours in that role in the last 12 months | Exercise of privileges in aeroplanes in operations other than commercial air transport | (e) |
| CPL(A) | > 1 500 hours as PIC in commercial air transport including 500 hours on seaplane operations | Commercial air transport in single-pilot aeroplanes as PIC | (f) |
| (*) CPL (A)/IR holders on multi-pilot aeroplanes shall have demonstrated ICAO ATPL (A) level knowledge before acceptance. | | | |

(f) in the case of helicopters, in addition to the requirements in points (a) to (d), comply with the experience requirements set out in the following table:

Experience requirements for helicopters

| Licence held | Total flying hours experience | Privileges | |
|--------------------------|---|--|-----|
| (1) | (2) | (3) | |
| ATPL(H) valid IR | > 1 000 hours as PIC on multi-pilot helicopters | Commercial air transport in multi-pilot helicopters as PIC in VFR and IFR operations | (a) |
| ATPL(H) no IR privileges | > 1 000 hours as PIC on multi-pilot helicopters | Commercial air transport in multi-pilot helicopters as PIC in VFR operations | (b) |
| ATPL(H) valid IR | > 1 000 hours as pilot on multi-pilot helicopters | Commercial air transport in multi-pilot helicopters as co- | (c) |

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

Pilot licences for non-commercial activities with an instrument rating

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

Pilot licences for non-commercial activities without an instrument rating

5. For the validation of private pilot licences, or CPL and ATPL licences without an instrument rating where the pilot intends only to exercise private pilot privileges, holders shall comply with all of the following requirements:
 - (a) demonstrate knowledge of Air Law and Human Performance;

- (b) pass the private pilot licence (PPL) skill test as set out in point FCL.235 of Annex I (Part-FCL) to this Regulation;
- (c) fulfil the relevant requirements of Subpart H of Annex I (Part-FCL) to this Regulation, for the issuance of a type or class rating as relevant to the privileges of the licence held;
- (d) hold at least a Class 2 medical certificate issued in accordance with Annex 1 to the Chicago Convention;
- (e) demonstrate language proficiency in accordance with FCL.055 of Annex I (Part-FCL) to this Regulation;
- (f) have a minimum experience of at least 100 hours as pilot in the relevant category of aircraft.

Validation of pilot licences for specific tasks of limited duration

6. Notwithstanding the provisions of the paragraphs above, in the case of manufacturer flights, MCAA may accept a licence issued in accordance with Annex 1 to the Chicago Convention by a third country for a maximum of 12 months for specific tasks of limited duration, such as instruction flights for initial entry into service, demonstration, ferry or test flights, provided the applicant complies with the following requirements:

- (a) holds an appropriate licence and medical certificate and associated ratings or qualifications issued in accordance with Annex 1 to the Chicago Convention;
- (b) is employed, directly or indirectly, by an aircraft manufacturer or by an aviation authority.

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

7. By way of derogation from the provisions of the paragraphs above, MCAA may, for competition flights or display flights of limited duration, validate a licence issued by a third country allowing the holder to exercise the privileges of a PPL, SPL or BPL provided that all of the following requirements are complied with:
- (a) prior to the event, the organiser of the competition or display flights provides MCAA with adequate evidence on how it will ensure that the pilot will be familiarised with the relevant safety information and manage any risk associated with the flights; and
 - (b) the applicant holds an appropriate licence and medical certificate and associated ratings or qualifications issued in accordance with Annex 1 to the Chicago Convention.
8. By way of derogation from the provisions of the paragraphs above, MCAA may validate a PPL, SPL or BPL issued in compliance with the requirements of Annex 1 to

the Chicago Convention by a third country for a maximum of 28 days per calendar year for specific non-commercial tasks provided the applicant complies with all of the following requirements:

- (a) holds an appropriate licence and medical certificate and associated ratings or qualifications issued in accordance with Annex 1 to the Chicago Convention;
- (b) has completed at least one acclimatisation flight with a qualified instructor prior to carrying out the specific tasks of limited duration.

B. CONVERSION OF LICENCES

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

C. ACCEPTANCE OF CLASS AND TYPE RATINGS

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