



AIR-ESPACE / FLIGHT ACADEMY

/ PRIVATE
/ COMMERCIAL
/ EXECUTIVE
/ AIRLINE



GENERAL TRAINING **SYNTHESIS**



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NEUCHÂTEL / LAUSANNE / GENEVA

ATPL / CPL / IR / PPL / DISTANCE LEARNING / INSTRUCTEURS
/ COMPAGNIES / MCC / HELICO / DISPATCHER / ...

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NOTE

Ce document a été créé afin de vous aider à comprendre l'ensemble des formations aéronautiques proposées par Air-Espace Flight Training Organisation (ATO.CH.0262) selon EASA PART FCL.

Vous y trouverez le résumé complet des activités possibles selon le type de licence choisi, ainsi que les minimums requis pour l'obtention de chacune de celles-ci.

This document gives you a complete overview of the flight training offered by Air-Espace (ATO.CH.0262) acc. EASA PART FCL.

You will find a complete summary of the training activities provided, depending on the level of license chosen, as well as the minimum requirements for each one.

FLIGHT TRAINING ORGANISATION / ATO.CH.0262

1.0	Private Pilot License	PPL	PART FCL 200
1.1	Light Airplane Pilot license	LAPL	PART FCL 100
1.2	Night qualification (NVFR)	NIT	PART FCL 810
2.0	Class Rating (ME-Piston)	CR/MEP	PART FCL 700
2.1	Class/Type Ratings (HPA)	CR/TR	PART FCL AMC 1.725
2.2	Class Rating in (ICAO-License)	CR (SPA)	PART FCL 700
2.3	Type Rating in (ICAO-License)	TR (SPA)	PART FCL 700
3.0	Instrument Rating (IR)	IR (SE/ME)	PART FCL 600
3.1	ATP (Theory)	ATPL	PART FCL 500
4.0	Commercial Pilot License	CPL	PART FCL 300
5.0	Multi-Crew Co-operation (MCC)	MCC	PART FCL 735.A
5.1	MPA Assessment program	B737	ATO.CH.0262
5.2	Type Rating (Multi-Pilot)	TR (MPA)	PART FCL
6.0	Airline Transport Pilot License	ATPL	PART FCL 735.A
7.0	Validation of an ICAO License	Appendix-1	FOCA C/L
8.0	Conversion of an ICAO PPL	Appendix-2	FOCA C/L
8.1	Conversion of an ICAO License	CPL-IR/ATPL	FOCA C/L
9.0	Instructor Rating(s)	General	PART FCL 900
9.1	Teaching & Learning	Mandatory	PART FCL 900
9.2	Flight Instructor Requirements	FI	PART FCL 900
9.3	Flight Instructor Course	FI	PART FCL 900
9.4	Class/Type Rating Instructor (SP)	CRI/TRI (SE)	PART FCL 900
9.5	Class/Type Rating Instructor (SP)	CRI/TRI (ME)	PART FCL 900
9.6	Instrument Rating Instructor (SP)	IRI/SE-ME	PART FCL 900
9.7	Type Rating Instructor (SPA/MPA)	TRI	PART FCL 900
10.0	AMC/OFAC/TH-Examination	General	ATO.CH.0262

You wish to obtain the **Private Pilot License** for your own enjoyment, in order to travel or to continue further to make it your main professional activity!

1.0 PPL License

- ▶ You must be 17 years of age in order to qualify for a Swiss Skill test Pilot License
- ▶ 16 years of age for your first SOLO Flight
- ▶ you must provide written proof that you do not have a Swiss criminal record, or provide such a document from your country of origin (if you are a non-Swiss citizen)
- ▶ You must hold a valid Class 2 medical certificate (min. age: 15 1/2)
- ▶ A minimum of 100 hours of Private Pilot Theoretical Course must be attended. It may be performed via the « Internet » through « Distance Learning ». This training is complemented by 2 extended week-end (5 days) of Presence Learning (classroom) + 1 day for final classroom simulated Exams.
- ▶ A theoretical knowledge examination covering 8 subjects must be taken in one of the Swiss national languages (French, German, Italian) or English
- ▶ Ground school training for a VFR Radio Operator's Permit must be performed (R/T)
- ▶ An examination for the VFR Radio Operator's Permit as well as a Language Proficiency Check (LPC) must be passed
- ▶ Flight Training for a minimum of 45 hours is required for a single-engine, for visual flight (VFR), of which 10 hours must be performed alone on board (SOLO)
- ▶ A Skill Test must be passed with a FOCA designated Examiner in order to obtain your Private Pilot License in accordance with European Requirements (PPL (A))

1.1 LAPL License

- ▶ The first four requirements mentioned above under PPL apply
- ▶ It is possible to obtain a license (LAPL) as a first step. In this particular case, the requirements are not as stringent, but the Theoretical Course remains the same as that of a PPL/PART Private Pilot. This Course can be performed via the « Internet » through « Distance Learning » for the Private Pilot as explained above for the PPL. For a LAPL, the VFR Radio Operator's Permit is not required, only the theory part, subj.091.
- ▶ Flight training for a minimum of 30 hours is required on a single-engine airplane, for visual flight (VFR), of which 6 hours must be performed alone on board (SOLO)
- ▶ A Skill Test must be passed with a FOCA designated Examiner

You can obtain an unrestricted Private Pilot License later, when convenient, if you undertake additional training in flight for 15 hours as well as fulfil the Radio Operator's Permit requirements for visual flight (VFR)

You wish to obtain a Night Flying Qualification (**NIT**) in order to fly visually at night (NVFR)

1.2 Night qualification (NIT)

- ▶ Flight Training for a minimum of 5 hours of visual flight (VFR) at night on a single-engine airplane, including a minimum of 5 take-offs and landings performed (solo)

*This training is mandatory for candidates wishing to obtain an Instrument Rating (**IR**) or a Commercial Pilot License (**CPL**)*

You wish to obtain a Pilot Qualification permitting you to operate a **multi-engine** airplane under Visual Flight Rules (VFR).

2.0 Class Rating (MEP)

- ▶ You must hold a PPL or CPL;
- ▶ have a minimum of 70 hours PIC flight time on single-engine airplanes prior to taking the examination (MEP)
- ▶ have completed a theoretical knowledge course of at least 7 hours within 6 months prior to taking the Skill Test and have passed the theoretical knowledge examination consisting of 50 questions;
- ▶ have completed flight instruction of at least 6 hours under VFR of which 3 hours and 30 minutes must be conducted in asymmetric operation (OEI)
- ▶ pass a Skill Test with an EASA examiner designated by FOCA.

To obtain a pilot qualification giving you the privilege to operate a **high performance** (HPA)

2.1 High Performance Airplane (HPA)

- ▶ You must hold a PPL or CPL license
(You must hold a valid “IR“ if you want to operate this airplane under “IFR”)
- ▶ follow a 5 day HPA course consisting of 30 hours (classroom or Distance Learning)
- ▶ pass an HPA theoretical knowledge examination consisting of 60 questions
(You may be exempted from the HPA-TH course if you have already passed the ATPL theoretical knowledge examinations.)
- ▶ have at least 200 hours flying experience as pilot of airplanes
- ▶ have 70 hours flight time as pilot-in-command (PIC) of airplanes
- ▶ complete successfully a technical course on class/type of aircraft (valid for 6 months)
- ▶ complete flight instruction on a high performance airplane (HPA) (CR/TR-SPA);
- ▶ pass a Skill Test on a high performance airplane with an EASA examiner.

HPA CR: SET (TBM-700/850)

TR: PA46, PC12, BE90/99/100/200, BE300/1900, C406/425, C441, PA31/42,
Piaggio 180, PC7 Mk-II, Extra 400, C501/551, C525

You wish to validate in your license an airplane rating issued by a Non-EASA State for single-pilot airplanes (SPA)

2.2 CR (Class Rating) Non-EASA

- ▶ Your airplane rating must be valid in your **ICAO license**;
- ▶ You must have at least **100 hours as pilot-in-command (PIC)** on this airplane;
- ▶ You must pass a **Skill Test** on this airplane with an **EASA** examiner.

2.3 TR (Type Rating) Non-EASA

- ▶ Your airplane rating must be valid on your **ICAO license**.
- ▶ You must have at least **500 hours as pilot-in-command (PIC)** on this airplane.
- ▶ You must pass a **Skill Test** on this airplane with an **EASA** examiner

You wish to obtain an **Instrument flight rating** giving you the privilege to act as a pilot of single-engine or multi-engine airplanes under **Instrument Flight Rules (IFR)**, either for your private travel needs or as a rating used in conjunction with a Commercial Pilot License

3.0 Instrument Rating (IR)

- ▶ You must hold a PPL (A) or CPL (A) ;
- ▶ hold a valid Class 2 medical certificate (for professional pilots: Class 1);
- ▶ pass an additional hearing examination (audiometric examination) if you hold a PPL;
- ▶ follow a theoretical knowledge course of 200 hours, which can be attended via the « Internet » through « Distance Learning » for IFR pilots;
- ▶ follow a 2-week theoretical knowledge course (classroom training) prior to taking the examination (TH);
- ▶ pass a theoretical knowledge examination consisting of 7 subjects (in English);
(ATP Theoretical Knowledge instruction replaces all theoretical requirements for IFR instruction.)
- ▶ follow a radio telephony course for flight operations under Instrument Flight Rules (IFR);
- ▶ pass a radio telephony examination for flight operations under IFR;
- ▶ hold a NIT qualification giving the privilege to fly at night (NVFR);
- ▶ have 50 hours PIC flight time prior to taking the single-engine IFR rating course
(**or**) 70 hours PIC flight time prior to taking the multi-engine IFR rating course;
- ▶ complete a training program of at least 50 hours of IFR training of which 35 hours in a flight simulator (FNPT-II) and 15 hours flight time in airplanes in order to obtain the single-engine IFR rating (**or**)
- ▶ complete a training program of at least 55 hours of IFR training of which 40 hours in a flight simulator (FNPT-II) and 15 hours flight time in airplanes in order to obtain the multi-engine IFR rating if you hold a multi-engine rating (ME).

If you do not hold a multi-engine rating (ME), it is possible to combine the two flight training courses (CR/MEP and IR/ME) covering a total flight time of a least 21 hours flight instruction depending on your skills.

You wish to attend the **Airline Transport Pilot License (ATPL) theoretical knowledge** course which includes all the other theoretical instruction courses necessary for commercial pilot training and instrument flight rating.

3.1 ATP (Theory)

- ▶ In order to begin this theoretical knowledge course, you must hold a PPL (A);
- ▶ follow a theoretical knowledge course of 650 hours, which may be performed via the Internet through « Distance Learning » for Airline transport pilots (ATPL);
- ▶ follow a 2-week theoretical knowledge course (classroom training) prior to taking the theoretical knowledge examination;
- ▶ pass a theoretical knowledge examination consisting of 14 subjects (in English).

This theoretical knowledge course is mandatory for all applicants wishing to undergo TR/MPA training, i.e. training in multi-pilot airplanes in order to undertake private flights or to act as a commercial pilot of airplanes engaged in air transportation for a company holding an Air Operator Certificate (AOC).

- ▶ Theoretical instruction hours may be reduced to 300 hours for holders of a valid CPL/IR (ME).

You wish to obtain a **Commercial Pilot License (CPL)** giving you the privilege to fly aircraft engaged in commercial operations or for becoming a flight instructor.

4.0 Commercial Pilot License (CPL)

- ▶ You must hold a Private Pilot License (PPL (A));
- ▶ be at least 18 years of age on the day of the CPL Skill Test;
- ▶ provide written proof that you do not have a Swiss criminal record, or, if you are a non-Swiss citizen, provide such a document from your country of origin;
- ▶ hold a valid Class 1 medical certificate issued by an « AMC » center in Switzerland;
- ▶ attend a theoretical knowledge course consisting of 200 hours, which may be followed via the Internet through « Distance Learning » for commercial pilots (CPL);
- ▶ follow a 2-week theory course (classroom training) prior to taking the theoretical knowledge examination;
- ▶ pass the theoretical knowledge examination covering 9 subjects in English

ATPL Theoretical Knowledge instruction replaces all theoretical requirements for the CPL

- ▶ have at least 150 hours flight time prior to beginning flight instruction training.
- ▶ Flight instruction training consists of 15 hours on single-engine airplanes (SEP) under VFR, of which at least 5 hours must be completed on a “complex” single-engine, i.e. with a variable pitch propeller as well as a retractable landing gear (VP/RU).

If you do not hold an Instrument Rating, you must follow an additional training course consisting of 5 hours of “simulator training” in a FNPT-II device, as well as 5 hours of instrument flight training on simple single-engine airplanes (SEP).

- ▶ Before being admitted to the Skill Test, you have to prove that:
 - you hold a night VFR (NIT) qualification;
 - have completed a VFR cross-country flight as pilot-in-command (PIC) with a total of at least 300 NM (540 km) in the course of which two full-stop landings at two aerodromes different from the aerodrome of departure and a flight back to the aerodrome of departure must be made on the same day;
 - have a total of 200 hours flight time as pilot of airplanes.
 - *For holders of a helicopter pilot license PPL(H) or holders of a touring motor glider (TMG) or glider license, a maximum of 30 hours PIC flight time in such aircraft may be credited toward the 200 hours total flight time requirement on airplanes.*
 - *For holders of a CPL (H) on helicopters, a maximum of 100 hours PIC flight time in such aircraft may be credited toward the 200 hours total flight time requirement on airplanes.*
 - have a total of 100 hours PIC flight time on airplanes.

The privileges of holders of a Commercial Pilot License (CPL) are:

- 4.1.1** to act as pilot-in-command or co-pilot in commercial air transportation, aerial work under VFR at day and meet one of the requirements for FI;
- 4.1.2** to act as pilot-in-command or co-pilot in commercial air transportation on multi-pilot airplanes if holding an IFR (IR);
- 4.1.3** to act as pilot-in-command or co-pilot in commercial air transportation on single-pilot IFR airplanes if you have 700 hours flight time of which 400 hours PIC flight time.

You wish to obtain the **Multi-Crew Co-operation (MCC)** certificate, which is a mandatory requirement for all pilots wanting to operate multi-pilot airplanes or single-pilot airplanes engaged in commercial air transportation and whose crew consists of two pilots.

5.0 Multi-Crew Co-operation (MCC)

- ▶ You must hold a Private Pilot License (PPL) or a Commercial Pilot License (CPL);
- ▶ hold or have recently held (< 7 years) an Instrument Rating (IR/ME);
- ▶ follow a 25-hour theoretical knowledge course on multi-crew co-operation (MPA);
- ▶ undergo a 20-hour simulator training in a FNPT-II device / MCC (EASA-STD 3A).

The MCC course is divided into two blocks: the first part is conducted over a period of 3 days in the classroom (18 hours), the second part is conducted over a period of 4 days and comprises 7 hours of theoretical instruction as well as 20 hours of simulator training FNPT-II / MCC (+) as well as the obligatory «briefings / debriefings».

You wish to acquire basic knowledge of operating **jet aircraft**, or you wish to prepare for a pilot selection test, or you wish to increase your system knowledge of a relevant EASA PART 25 airplane and the navigational equipment (AP / FMS / EFIS).

5.1 MPA Assessment program (B737)

- ▶ You may choose among the following **three-hour blocks** of the instructional program: (09:00–12:00 / 14:00–17:00 / 19:00–22:00); **each block consisting of:**
 - **Briefing** = 1 HR 30 MIN, **Simulator B737** = 1 HR, **Debriefing** = 30 MIN

You may also use the flight simulator (B737) to experience the unique thrill of flying an airliner. The simulator is equipped with an exceptional visual system offering full world scenery.

You wish to obtain your first “**multi-pilot rating**” (TR/MPA).

5.2 Type Rating (TR/MPA)

- ▶ You must hold at least a Private Pilot License (PPL) giving you the privilege to operate airplanes engaged in private flights,
- (or) hold a Commercial Pilot License (CPL) giving you the privilege to operate airplanes engaged in commercial air transportation;
- ▶ hold a valid Instrument Rating – IFR (**IR/ME**);
- ▶ have completed the ATPL theoretical knowledge instruction and passed the FOCA theoretical knowledge examination;
- ▶ have followed an MCC (Multi-Crew Co-operation) course and obtained the MCC certificate (EASA);
- ▶ have successfully completed a transition course on multi-pilot (Type-Rating)
- ▶ have passed a theoretical knowledge examination and a Skill Test on a multi-pilot airplane (MPA).

The first multi-pilot rating on multi-pilot airplanes is the best way to embark on an aviation career as a co-pilot (F/O) for commercial airlines.

6.0 Airline Transport Pilot License (ATPL)

- ▶ You must meet all the requirements for a multi-pilot rating;
- ▶ have at least 1500 hours flight time of which 500 hours in multi-pilot operations;
- ▶ have passed the ATPL Skill Test.

Generally, the company you work for will, in due time, undertake to register you for the examination. The ATPL allows you to become a pilot-in-command of multi-pilot airplanes engaged in commercial air transportation.

7.0 Validation of an ICAO License

PPL/IR The validity period will not exceed 12 months and there is no renewal!

- ▶ You must hold a valid Class 2 medical certificate with a an IFR rating (“audiometry examination”);
- ▶ provide written proof that you do not have Swiss Criminal record or, if you are a non-Swiss citizen, provide such a document from your country of origin.
- ▶ pass a written examination on:
 - Air Law (ICAO)
 - Meteorology (METAR, TAF, etc.)
 - Flight Performance (PART-FCL 23 certified airplanes)
 - Flight Planning (VFR/IFR)
 - Human Performances and Limitations HPL);
- ▶ hold an IFR radiotelephony license in English;
- ▶ demonstrate a good working knowledge of English (PART-FCL 1.200);
- ▶ have 100 hours flight time under Instrument Flight Rules (IFR);
- ▶ pass a Skill Test under Visual and Instrument Flight Rules (VFR/IFR).

CPL/IR The validity period will not exceed 12 months and there is no renewal!

ATPL

- ▶ You must hold a valid Class 1 medical certificate issued by the Swiss Authority;
- ▶ provide written proof that you do not have Swiss Criminal record or, if you are a non-Swiss citizen, provide such a document from your country of origin;
- ▶ follow a one day theoretical knowledge instruction course on regulations (FCL/OPS);
- ▶ demonstrate a good working knowledge of English (PART-FCL 1.200);
- ▶ have at least 1500 hours flight time as pilot-in-command or co-pilot of multi-pilot airplanes;
- ▶ pass a Skill Test in a flight simulator or a multi-pilot airplane.

This validation gives you the privilege to act as a flight crew member of multi-pilot airplanes engaged in commercial air transportation for a period of 12 months. During this period, you may apply for the conversion of your ICAO license.

8.0 Conversion of an ICAO License

PPL

- ▶ You must hold a Class 2 medical certificate in accordance with PART-FCL 3
- ▶ provide written proof that you do not have Swiss Criminal record or, if you are a non-Swiss citizen, provide such a document from your country of origin;
- ▶ hold a valid PPL (ICAO);
- ▶ hold a radiotelephony license in English;
- ▶ have a minimum of 100 hours total flight time on airplanes;
- ▶ pass a theoretical knowledge examination comprising 3 subjects (010/040/090) in the French language;
- ▶ pass a Skill Test for private pilots PPL (A) .

IR

- ▶ You must hold a valid Class 2 medical certificate including the IFR audiometric examination in accordance with PART-FCL 3;
- ▶ hold an ICAO rating valid for Instrument Flight Rating (IFR) operations;
- ▶ follow a theoretical knowledge course (reduced course length) through « Distance Learning » via the « Internet »;
- ▶ follow a theoretical knowledge course in the classroom for a period of 2 weeks (60 hours);
- ▶ pass a theoretical knowledge examination comprising 7 subjects (in the English language);
- ▶ undergo reduced training in the flight simulator and in airplanes tailored to your flight experience;
- ▶ pass the Skill Test for IFR pilots.

CPL

- ▶ You must hold a valid Class 1 medical certificate issued by the Swiss Authority (AMC);
- ▶ provide written proof that you do not have Swiss Criminal record or, if you are a non-Swiss citizen provide such a document from your country of origin.
- ▶ hold a Commercial Pilot License (CPL) or Airline Transport Pilot License (ATPL);
- ▶ hold a night qualification (NVFR);
- ▶ hold a radiotelephony license in English;
- ▶ follow a theoretical knowledge course (reduced course length) through « Distance Learning » via the « Internet »;
- ▶ follow a theoretical knowledge course in the classroom for a period of 3 weeks (including IFR);
- ▶ pass a theoretical knowledge examination comprising 9 subjects in the French or the English language;
- ▶ undergo reduced training under Visual Flight Rules (VFR) tailored to your flight experience;
- ▶ pass a Skill Test in a single-engine airplane under Visual Flight Rules (VFR).

8.1 Conversion of an ICAO License (ATPL)

ATPL If you do not have 1500 hours flight time on multi-pilot airplanes:

- ▶ The same requirements apply as for IR/CPL combined to obtain a CPL/IR

ATPL If you have more than 1500 hours flight time on multi-pilot airplanes:

- ▶ You must hold a valid Class 1 medical certificate issued by the Swiss Authority (AMC);
- ▶ provide written proof that you do not have Swiss Criminal record or, if you are a non-Swiss citizen, provide such a document from your country of origin;
- ▶ hold an Airline Transport Pilot License (ATPL) issued in accordance with Appendix 1 (OACI);
- ▶ have at least 1500 hours flight time as pilot-in-command or co-pilot of multi-pilot airplanes;
- ▶ pass a theoretical knowledge examination (ATPL) comprising 13 subjects (in the English language);
- ▶ hold a valid TR/MPA (multi-pilot) type rating;
- ▶ pass an ATPL Skill in a flight simulator (or an airplane).

We provide you with all the necessary course material so that you can prepare for your examination (TH)!

You wish to obtain a **Flight Instructor Rating** for FI, CRI, IRI, TRI.

9.0 Instructor Rating(s)

GENERAL

- ▶ **You must provide written proof that you do not have Swiss Criminal record or, if you are a non-Swiss citizen, provide such a document from your country of origin;**
- ▶ **have completed and obtained a « Teaching and Learning » Certificate;**
- ▶ comply with the below-mentioned requirements for the rating you wish to obtain.

The course on pedagogical techniques for instruction is mandatory for the first flight instructor rating course FI / CRI (SE/ME) / IRI (SE/ME) / TRI (SE/ME)

9.1 Teaching & Learning (First Instructor Rating)

- ▶ The course is taught in the classroom for a period of 5 days (30 hours);
- ▶ The aim of the course is to provide the student with basic pedagogical knowledge, which is essential for flight instructors.
- ▶ This course is also valid for those wishing to become a « **Training-Captain** » as well as for those who will be in charge of «Cabin-Crew» instruction.

9.2 FI

- ▶ You must hold a Commercial Pilot License (CPL) or a Private Pilot License (PPL) if you have 200 hours flight time of which 150 hours PIC flight time and have passed the theoretical knowledge examination for Commercial Pilots (CPL);
- ▶ have completed 5 hours flight time on single-engine airplanes within 6 months prior to taking the entry examination for the flight instructor (FI) course;
- ▶ If you hold a Private Pilot License (PPL), you must have completed 10 hours of instrument flight instruction of which up to 5H may be complete in a « flight simulator » (FNPT-II).
- ▶ If you hold a Private Pilot License (PPL), you must have completed a (triangular) navigation flight of 300 NM as PIC;
- ▶ **Pass a theoretical knowledge examination and a Skill Test to be eligible for admission to the FI course.**

9.3 FI Course

- ▶ You must receive and actively participate in 125 hours of theoretical instruction;
- ▶ complete 30 hours flight instruction on airplanes;
- ▶ **pass a theoretical knowledge examination and a Skill Test on completing the course.**

The course duration is of 4 weeks followed by the final examination (FOCA).

Restrictions

- ▶ Your first **100 hours of flight instruction** have to be given under the supervision of an experienced flight instructor (FI).
- ▶ If you hold a NIT rating, you may give night flight instruction after proving your skills for that purpose.
- ▶ In order to give CPL training, you must have at least 200 hours of flight instruction and a minimum of 500 hours flight time as a pilot of airplanes.

9.4 CRI/TRI /SE

- ▶ You must have at least 300 hours flight time as pilot of airplanes;
- ▶ have 30 hours PIC flight time on the type or class of aircraft used during the course;
- ▶ follow a one-day theoretical knowledge course for CR/TR (SPA) instructors;
- ▶ complete a 3- hour flight instruction on a single-engine piston airplane (SEP) spread over 2 days, including « Long-Briefings »;
- ▶ pass a theoretical knowledge examination and a Skill Test with a FOCA designated Examiner.

9.5 CRI/TRI /ME

- ▶ You must have at least 500 hours flight time as a pilot of airplanes;
- ▶ have 30 hours PIC flight time on the type or class of aircraft used during the course;
- ▶ follow a three-day theoretical knowledge course for ME instructors (CR/TR-SPA);
- ▶ have 5 hours of flight instruction on single-engine, MEP or MET, spread over 2 days and a half, including « Briefings »;
- ▶ pass a theoretical knowledge examination and a Skill Test with a FOCA designated Examiner.

Prior to giving instruction as a CRI /TRI (SE) or (ME) on a airplane different from the type or class used during the course, you must have completed 10 hours PIC flight time on the new type or class of aircraft (Piston or Turbine) within the last 12 months.

9.6 IRI/SE /ME

- ▶ You must have 800 hours instrument flight time : (IFR)
or 200 hours IFR flight time if you are a instructor (FI)
- ▶ You must be a FI or a CRI single-engine (SE) or a CRI multi-engine (ME);
- ▶ follow a one-day theoretical knowledge course for IFR flight instructors
- ▶ complete 5 hours of flight instruction in an « FNPT-II » device (IFR)
- ▶ complete 5 hours of flight instruction on single-engine airplanes (SEP);
- ▶ pass a theoretical knowledge examination and a Skill Test with a FOCA designated Examiner.

If you are a CRI /TRI (ME) and have obtained an “IRI” rating, you may give IFR instruction on all types of ME/SPA (Piston or Turbine) endorsed on your license.

On request, the 5 hours of flight instruction (IRI course) may be completed on MEP or MET.

9.7 TRI /MPA

- ▶ You must have 1500 hours flight time on MPA airplanes
- ▶ have completed 30 route sectors on multi-pilot airplanes used during the TRI course (within 12 months prior to taking the course);
- ▶ complete practical instruction for TRI (usually in a simulator); (the syllabus is designed individually according to the type of aircraft used)
- ▶ complete at least 3 hours of flight instruction under the supervision of a TRI (EU-FCL) designated for this role by the aeronautical authority (NAA).

10.0 AMC / OFAC / Theory Examination

▶ AMC

Aeromedical Center (AMC)

Fliegerärztliches Institut
Bettlistrasse 16
CH-8600 Dübendorf (ZH)
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Swiss Int. Air Lines AG
Medical Services
Postfach /ZRHLX/DHM
8058 Zürich-Flughafen
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AeMC Genève La Tour
Av. J-D Maillard 1 bis
CH-1217 Meyrin
Tel: +41.22.719.75.66

▶ FOCA

Federal Office of Civil Aviation CH-3003 BERNE

Theoretical Knowledge Examination

- PPL** can be tested in six sessions (max 4 times the same subjects)
- IR** The examination may be divided into 6 sessions spread over a period of 18 months (at least 2 subjects per session). The flight instruction and the Skill Test shall be completed within the period of validity of the pass in the theoretical examinations as set out in EASA PART-FCL (36 months).
- CPL** The examination may be divided into 6 sessions spread over a period of 18 months (at least 2 subjects per session). Following successful examination, the validity period is of 3 years so that CPL flight instruction may be completed.
- ATPL** The examination may be divided into 6 sessions spread over a period of 18 months (at least 2 subjects per session). Following successful examination, the validity period is of 3 years so that the training > CPL/IR may be completed.

IR theory remain valid for a period of 7 years after expiration of an “IFR Rating”

Subjects

- 01) **010** **Air Law and ATC Procedures**
- 02) **021** **Aircraft General Knowledge**
- 03) **022** **Flight Instruments**
- 04) **031** **Mass and Balance**
- 05) **032** **Flight Performance**
- 06) **033** **Flight Planning and Monitoring**
- 07) **040** **Human Performance and Limitations**
- 08) **050** **Meteorology**
- 09) **061** **General Navigation**
- 10) **062** **Radio-Navigation**
- 11) **071** **Operational Procedures**
- 12) **081** **Principles of Flight**
- 13) **091** **Communication VFR**
- 14) **092** **Communication IFR**