

## AMC3 FCL.055 Language proficiency

ED Decision 2011/016/R

### SPECIFIC REQUIREMENTS FOR HOLDERS OF AN IR

#### USE OF ENGLISH LANGUAGE

- (a) The requirement of [FCL.055\(d\)](#) includes the ability to use the English language for the following purposes:
- (1) flight: R/T relevant to all phases of flight, including emergency situations.
  - (2) ground: all information relevant to the accomplishment of a flight:
    - (i) be able to read and demonstrate an understanding of technical manuals written in English, for example an operations manual, a helicopter flight manual, etc.;
    - (ii) pre-flight planning, weather information collection, NOTAMs, ATC flight plan, etc.;
    - (iii) use of all aeronautical en-route, departure and approach charts and associated documents written in English.
  - (3) communication: be able to communicate with other crew members in English during all phases of flight, including flight preparation.
- (b) Alternatively, the items in (a) above may be demonstrated:
- (1) by having passed a specific examination given by the competent authority after having undertaken a course of training enabling the applicant to meet all the objectives listed in (a) above; or
  - (2) the item in (a)(1) above is considered to be fulfilled, if the applicant has passed an IR, MPL or ATPL skill test and proficiency check during which the two-way R/T communication is performed in English;
  - (3) the item in (a)(2) above is considered to be fulfilled if the applicant has graduated from an IR, MPL or ATP course given in English or if he or she has passed the theoretical IR or ATPL examination in English;
  - (4) the item in (a)(3) above is considered to be fulfilled, if the applicant for or the holder of an IR has graduated from an MCC course given in English and is holding a certificate of satisfactory completion of that course or if the applicant has passed a MP skill test and proficiency check for the issue of a class or type rating during which the two-way R/T communication and the communication with other crew members are performed in English.
- (c) Where the examination methods referred to above are equivalent to those established for the language proficiency requirements in accordance with [AMC1 FCL.055](#), the examination may be used to issue a language proficiency endorsement.

## FCL.060 Recent experience

Regulation (EU) 2020/359

- (b) Aeroplanes, helicopters, powered-lift aircraft and airships. A pilot shall not operate an aircraft in commercial air transport or to carry passengers:
- (1) as PIC or co-pilot unless he/she has carried out, in the preceding 90 days, at least 3 take-offs, approaches and landings in an aircraft of the same type or class or an FFS

representing that type or class. The 3 take-offs and landings shall be performed in either multi-pilot or single-pilot operations, depending on the privileges held by the pilot; and

- (2) as PIC at night unless he/she:
    - (i) has carried out in the preceding 90 days at least 1 take-off, approach and landing at night as a pilot flying in an aircraft of the same type or class or an FFS representing that type or class; or
    - (ii) holds an IR;
  - (3) as cruise relief co-pilot unless he/she:
    - (i) has complied with the requirements in (b)(1); or
    - (ii) has carried out in the preceding 90 days at least 3 sectors as a cruise relief pilot on the same type or class of aircraft; or
    - (iii) has carried out recency and refresher flying skill training in an FFS at intervals not exceeding 90 days. This refresher training may be combined with the operator's refresher training prescribed in the relevant requirements of Part-ORO.
  - (4) When a pilot has the privilege to operate more than one type of aeroplane with similar handling and operation characteristics, the 3 take-offs, approaches and landings required in (1) may be performed as defined in the operational suitability data established in accordance with Part-21.
  - (5) When a pilot has the privilege to operate more than one type of non-complex helicopter with similar handling and operation characteristics, as defined in the operational suitability data established in accordance with Part-21, the 3 take-offs, approaches and landings required in (1) may be performed in just one of the types, provided that the pilot has completed at least 2 hours of flight in each of the types of helicopter, during the preceding 6 months.
- (c) Specific requirements for commercial air transport:
- (1) In the case of commercial air transport, the 90-day period prescribed in subparagraphs (b)(1) and (2) above may be extended up to a maximum of 120 days, as long as the pilot undertakes line flying under the supervision of a type rating instructor or examiner.
  - (2) If the pilot does not comply with the requirement in point (1), he or she shall complete a training flight with an instructor qualified in accordance with Subpart J to instruct for that aircraft type. The training flight shall be performed in the aircraft or an FFS of the aircraft type to be used, and shall include at least the requirements described in points (b)(1) and (2) before he or she can exercise his/her privileges.

## AMC1 FCL.060(b)(1) Recent experience

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When a pilot needs to carry out one or more flights with an instructor or an examiner to comply with the requirement of [FCL.060\(b\)\(1\)](#) before the pilot can carry passengers, the instructor or examiner on board those flights will not be considered as a passenger.

**GM1 FCL.060(b)(1) Recent experience**

ED Decision 2011/016/R

**AEROPLANES, HELICOPTERS, POWERED-LIFT, AIRSHIPS AND SAILPLANES**

If a pilot or a PIC is operating under the supervision of an instructor to comply with the required three take-offs, approaches and landings, no passengers may be on board.

**AMC1 FCL.060(b)(5) Recent experience**

ED Decision 2011/016/R

**NON-COMPLEX HELICOPTERS**

Grouping of non-complex helicopters with similar handling and operational characteristics:

- (a) Group 1: Bell 206/206L, Bell 407;
- (b) Group 2: Hughes 369, MD 500N, MD 520N, MD 600;
- (c) Group 3: SA 341/342, EC 120;
- (d) Group 4: SA 313/318, SA 315/316/319, AS 350, EC 130;
- (e) Group 5: all types listed in [AMC1 FCL.740.H\(a\)\(3\)](#) and R 22 and R 44.

**FCL.065 Curtailment of privileges of licence holders aged 60 years or more in commercial air transport**

Regulation (EU) 2020/359

- (a) Age 60-64. Aeroplanes and helicopters. The holder of a pilot licence who has attained the age of 60 years shall not act as a pilot of an aircraft engaged in commercial air transport except as a member of a multi-pilot crew.
- (b) Age 65. Holders of a pilot licence who has attained the age of 65 years shall not act as a pilot of an aircraft that is engaged in commercial air transport.

**FCL.070 Revocation, suspension and limitation of licences, ratings and certificates**

Regulation (EU) No 1178/2011

- (a) Licences, ratings and certificates issued in accordance with this Part may be limited, suspended or revoked by the competent authority when the pilot does not comply with the requirements of this Part, Part-Medical or the applicable operational requirements, in accordance with the conditions and procedures laid down in Part-ARA.
- (b) When the pilot has his/her licence suspended or revoked, he/she shall immediately return the licence or certificate to the competent authority.