Royal Netherlands Air Force

Netherlands Ministry of Defence

Air Force Command
Operations & Aircrew

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Date
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Our reference
CLSK 2018

Appendix
A Theoret cal training compliance list
B Training course compliance sheet
C Academics to be trained during ATPL bridge course for ATPL(H)

Please quote date, our reference and subject when replying.

RNLAF Credit report Heli(corrected)

CPL(H) IR(H)-ME,PBN or ATPL(H) IR(H)-ME,PBN & CPL(A) or PPL(A) for helicopter pilots

1 Introduction

Due to new regulation introduced for civilian flight crew licensing, the AIC-B 16/04 policy between Defence and the civilian aviation authority for crediting a civilian license became invalid. To obtain the credits again for a civilian license, the military service checked the obtained knowledge, experience and skills gained in military services against the new civilian regulation. Credit for pilot licences obtained during military service is regulated by the civilian regulation in article 10 of the European;

COMMISSION REGULATION No 1178/2011
of 3 November 2011.
Up to
COMMISION REGULATION 2016/539

The knowledge, experience and skill gained in military service shall be given credit for the purposes of the relevant FCL requirements in accordance with the elements of a credit report established by the Member State in consultation with the Agency. This report describes the Credit report for helicopter pilots of the Royal Netherlands Airforce to obtain the civilian CPL(H)/ IR or ATPL(H)/IR and PPL(A) or CPL(A). The credit report is set up according article 10 of the EC no 1178/2011 which covers the following items:

- Military requirements for issuing a Military Pilot License;
- The scope of the privileges of the Military Pilot License holder;
- Credits to be given;
- Limitations to be included on the Part-FCL licences;
- Additional licenses/certificates
- Additional requirements to request ATPL(H);
- Copies of all documents to be sent in for military to civilian conversion.

The validity of the credit report in relation to the EASA and military regulation is set on 3 years. IL&T will extend the validity each time with three years when the theoretical and practical training still meets the EASA requirement.
To maintain compliant with the EASA regulations, every change in EASA and military regulation on training need to be checked if it affects this credit report.

For EASA changes, the MLA and the ATO who is giving the theoretical course inform the Defence organisation on the change, and the Defence organisation will inform MLA and the ATO when changes in military requirements are foreseen. If necessary the credit report will be amended to maintain in compliance with EASA.

This credit report is based on the Part-FCL AMC/GM amendment 4, and the referenced documents from the RNLAF.

An application for the conversion Military to Civilian license can only be done once. All civilian licenses requested by military pilots before 8 April 2013, which are currently still within the defence organisation are required to comply with this credit report.

When converted to civilian all other certificates or licenses are according EASA regulations, except when the civilian license is necessary for additional training within the defence organisation. Only in this case a special arrangement is created between the RNLAF and IL&T.

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2 Military requirements for issuing a Military Pilot License

2.1 Total overview military pilot training course

To obtain a Military Pilot License, the military student needs to pass successfully multiple flight training courses. When the Military Pilot License is received, the pilot needs to follow additional courses to become a fully mission capable flight crewmember.
This chapter describes the national requirements on the basis of which the military licences, ratings, certificates, authorisations and/or qualifications were issued.

The table below gives an overview of the courses required for the military pilot to the standard of non/limited combat ready.

In the next paragraphs the military training program is described through Military Pilot License Theoretical Knowledge, initial training fixed wing, advanced training fixed wing, initial training helicopters, type rating training and Qualification mission training for helicopter pilots. See table below for pilot specific courses:

Course	**location**	**CH47**	**AH64**	**NH90**	**AS532**
Military Pilot License Theoretical Knowledge (MPL TK)	NL	x	x	x	x
Elementaire Militaire Vlieg Opleiding (EMVO)	NL	x	x	x	x
Voortgezette Vlieg Opleiding (VVO)	NL	x	x	x	x
Initial Entry Rotary Wing Primary Flight Training (IERW)	USA	x	x		
Type rating (AH64/CH47/UH60) (IERW-FSXXI phase 1)	USA	x	x		
Theatre Netherlands Standards	NL		x		
Heeresfliegerwaffenschule BUECKEBURG	GE			X	x
Initial Mission Qualification Training (IERW-FSXXI phase 2)	USA/NL	x	x		
Mission Qualification Training (MQT)	USA/NL	x	x	x	x

2.2 Military Pilot License Theoretical Knowledge

The aim of the theoretical knowledge training is to teach the student pilot the basic skills (theoretical) to fly safely in VFR and IFR conditions. The theoretical knowledge training is according Subpart Y 1 – Theoretical Knowledge for a Military Pilot License of the Military Aviation Requirement Flight Crew Licensing (MAR-FCL 1&2) with Instrument Rating, See reference 1. The pre-requirement for the military Pilot License Theoretical Knowledge course is the

ALO KOOV KLU Nieuwe stijl (PS 032301) or ALO 1 KLU (PS 029624) or OFF OPL LANG MODEL (PS 026034) : Military Officer training

The training consists of theoretical training to a level compared to the EASA ATPL level with additional military requirements in the following items:

1. Air law
2. Airframes, systems, powerplant
3. Instrumentation
4. Flight performance and planning
5. Human performance
6. Meteorology
7. General Navigation
8. Radio Navigation
9. Operational Procedures
10. Aerodynamics
11. Flight Mechanics
12. Communication

After completion of the theoretical course, the student pilot has obtained the following hours in theoretical training:

Course length : 19 weeks
Academic flight training :603 hrs

For more in depth information see
Reference 2: Military Pilot License theoretical knowledge

2.3 Initial training

The aim of the course is to teach the student pilot the basic skill (theoretical and practical) to fly safely in VFR and IFR conditions in a single engine turbine airplane. The pre-requirements for the initial training “Elementaire Militaire Vlieg Opleiding” (EMVO) are;

1 Military Pilot License Theoretical Knowledge (034239)
2 G-Awareness Centrifuge Training(028135)
3 Initiële Hoogte Indoctrinatie (017177)
4 RadioTelephonie (RT) (026208)
5 Technische cursus PC-7 (034209)
6 Initial Survival Equipment Course PC-7 (024574)

The training consists of theoretical and practical training in accordance to the Military Aviation Regulations Flight Crew License (MAR-FCL). The MAR-FCL is based on the civilian Part FCL with additional military requirements. After completion of the EMVO, the student pilot has obtained the following knowledge in pilot training:

Course length	: 12 weeks
Academic flight training	: 100 hrs
Flight training	: 40 hrs

For more in depth information see
Reference 3: EMVO training manual

2.4 Advanced training fixed wing (for helicopters)

The aim of the advanced training fixed wing “Voortgezette Vlieg Opleiding” (VVO) for helicopter pilots is to gain more airmanship before continuing the Initial Entry Rotary Wing training course in the USA.

Entry Prerequisites — successful completion of the EMVO

The training consists of theoretical and practical training. After completion of the VVO, the student pilot has obtained the following knowledge in advanced pilot training:

Course length	: 13 weeks
Academic flight training	: 69 hrs
Flight training	: 67 hrs

For more information see
Reference 4: VVO Training Manual

2.5 Initial training helicopter (USA)

The aim of the course is to train initial entry aviator students in rotary-wing aviator skills. These skills are required for progression into the applicable follow-on aircraft system track.

Entry Prerequisites — Qualified for entry by source country.

Course scope
The scope is designed to provide the student with basic rotary-wing operator skills and knowledge for qualification in the TH-67 aircraft system. Training includes physical and mental skills and knowledge objectives for basic rotary-wing flight manoeuvres, emergency procedures, flight planning, instrument flight, navigation, and safety factors.

Course length	: 22 weeks
Academic flight training	: 446,4 hrs
Flight training	: 121.1 hrs

For more information see:
Reference 5: Initial Entry Rotary Wing

2.6 Initial training helicopter (Heeresfliegerwaffenschule BUECKEBURG)

The aim of the course is to train initial entry aviator students in rotary-wing aviator skills for CPL(H) all weather (day/night & IR). These skills are required for progression into the applicable follow-on aircraft system track.

Entry Prerequisites — Qualified for entry by source country.

Course scope
The scope is designed to provide the student with basic rotary-wing operator skills and knowledge for qualification in the EC-535 aircraft system. Training includes physical and mental skills and knowledge objectives for basic rotary-wing flight manoeuvres, emergency procedures, flight planning, instrument flight, navigation, and safety factors.

Course length	: 1 year
Academic flight training	: 1151 hrs
Flight training	: 195.5 hrs

For more information see:
Reference 8: Lehrplan Heeresfliegerwaffenshule version 4.1

2.7 Type rating training helicopter

The type rating course has different routings. For the AH64 and the CH47, the type rating starts immediately after the IERW. For the AS532 and NH90 the type rating training starts after the type rating on the UH60.

Type rating training

Aim of the course
The aim of these courses is to qualify the pilot as rotary-wing aviator for duty as a pilot in the AH64 or CH47 helicopter.

Scope of the course

The course is designed to provide the student with the necessary skills and knowledge required to achieve pilot qualification and designation as an army combat aviator on the AH64 or CH47 aircraft system. Training includes physical and mental skills and knowledge objectives for basic rotary-wing flight manoeuvres, emergency procedures, flight planning, instrument flight tasks, combat skills flight tasks, flight planning, night/night vision googles, command instrument systems, and safety factors appropriate to the aircraft.

AH64

Course length	: 22 weeks
Academics	: 605 hrs
Flight training	: 114.5 hrs

CH47

Course length	: 16 weeks
Academics	: 379,7hrs
Flight training	: 88.8 hrs

For more information see
Reference 6: IERW-AH64D track
Reference 7: IERW-CH47F track

2.8 AH-64 Apache QT land basic

After the type rating course, the student needs to follow the Qualification Training within the DHC. This course offers theoretical knowledge and practical skills required to act as a co-pilot in the backseat of the AH-64 for all basic flying operations according to RNLAF standards.

Course length	: 9 weeks
Academics	: 24 hrs
Flight training	: 26,5 hrs

For more information see Reference 9: AH-64 Apache QT Land advanced

2.9 AH64 Apache QT Land advanced

After the QT basic, the student needs to follow the advanced Qualification Training within the DHC. This course offers theoretical knowledge and practical skills required to act as a co-pilot in the backseat of the AH-64 for all advanced flying operations according to RNLAF standards.

Course length	: 9 weeks
Academics	: 12 hrs
Flight training	: 19,5 hrs

For more information see Reference 10: AH-64 Apache QT land Advanced

2.10 CH47 Chinook QT Land Basic

After the type rating course, the student needs to follow the Qualification Training within the DHC. This course offers theoretical knowledge and practical skills required to act as a co-pilot in the CH-47D for all basic flying operations according to RNLAF standards.

Course length	: 6 weeks
Academics	: 69 hrs
Flight training	: 42 hrs

For more information see Reference 11: CH-47 QT land basic vlieger

2.11 CH47 Chinook QT Land Advanced

After the QT basic course, the student needs to follow the Advanced Qualification Training within the DHC. This course offers theoretical knowledge and practical skills required to act as a co-pilot in the CH-47D for all advanced flying operations according to RNLAF standards.

Course length	: 4 weeks
Academics	: 10 hrs
Flight training	: 15,5 hrs

For more information see Reference 11: CH-47 QT land advanced vlieger

2.12 AS-532 Cougar Type Rating pilot

After the Heeresfliegwaffenshulle course, the student needs to follow a type rating course on the AS-532 helicopter. This course offers theoretical knowledge and practical skills required to act as a co-pilot on the AS-532 helicopter. The course incorporates; Type Rating, instrument rating, MCC and advanced aircraft handling.

Course length	: 4 weeks
Academics	: 112 hrs
Flight training	: 68,4 hrs

For more information see Reference 13: AS-532 Cougar Type rating

2.13 NH90 NFH Type rating pilot

After the Heeresfliegwaffenshulle course, the student needs to follow a type rating course on the NH90 helicopter. This course offers theoretical knowledge and practical skills required to act as a pilot on the NH90 helicopter. The course incorporates; Type Rating, instrument rating, and SAR pilot (pnf).

Course length	: 20 weeks
Academics	: 178 hrs
Flight training	: 173 hrs

For more information see Reference 14: NH90 NFH IMQT pilot

2.14 Helicopter training overview

After successful completion of the IERW courses, or Heeresfliegenwaffeschule, the pilot will than receive his Military FCL. When all the QT courses are passed the student is than operational on a squadron. For a total overview in flight hours and academics for the different course AH64, CH47, AS532 & NH90 see below;

		AH64	AS532	CH47	NH90
EMVO	Theoretical	703	703	703	703
	practical	40	40	40	40
VVO	Theoretical	69	69	69	69
	practical	67	67	67	67
IERW FSXXI phase 1	Theoretical	446,4		446,4	
	practical	121,1		121,1	
IERW FSXXI phase 2	Theoretical	605		379,7	
	practical	114,5		88,8	
Bückeburg	Theoretical		1151		1151
	practical		195,5		195,5
QT basic	Theoretical	24		69	
	practical	26,5		42	
QT Advanced	Theoretical	12		10	
	practical	19,5		15,5	
Type rating	Theoretical		112		178
	practical		68,4		173
TOTAL	**Theoretical**	**1859,4**	**2035**	**1677,1**	**2101**
	practical	**388,6**	**370,9**	**374,4**	**475,5**

Note: The practical hours incorporates the cockpit procedure training, simulator and actual flying.

3 The scope of the privileges of the Military Pilot License holder

When the pilot successfully completes all the courses, he/she will be assigned to a squadron as a non/limited combat ready pilot. The scope and privileges are for all helicopter pilots a Military Pilot license with type rating on the designated helicopter as co-pilot in a multi engine, multi crew helicopter for VFR day and night (aided/un-aided). In addition when type rated on the CH47, AS532 or NH90, the pilot will have a valid Instrument rating. See table for scope and privileges below.

Type	MPL	NQ	NVG	IR	ME	MP	Function
AH64	x	x	x	[1]	x	x	COP
CH47	x	x	x	x	x	x	COP
AS532	x	x	x	x	x	x	COP
NH90	x	x	x	x	x	x	COP

Table 1 Scope and privileges on completion of the IMQT

Note 1: The AH64 pilot will loose the IR rating after completion of IERW phase 2.
Note 2: practical flight hours included cockpit procedure trainers, simulators and actual flight. For more information, see referenced documents for each course.

4 Credits to be given

The knowledge, experience and skill gained during flight training up to limited combat ready status in the military is compared to the civilian standards regulation 1178/2011.

Credits to be given, depending actual flight hours:

PPL(A) or CPL(A)[1],
CPL(H) / IR(H)-ME,PBN (frozen ATPL theoretical/ Frozen IR AH64) / MCC
or
ATPL(H) / IR(H)-ME,PBN (frozen IR AH64) / MCC

The following Part- FCL regulations are used to compare the military training versus civilian requirement and training for the credits to be given for:

FCL.210.A PPL(A) experience requirements and crediting
FCL.055 Language proficiency
FCL.300 CPL — Minimum age
FCL.315 CPL — Training course
Appendix 3 I CPL/IR Integrated course - Helicopters
FCL.515 ATPL— Training course
Appendix 3 F ATP/IR Intergraded course - Helicopters
FCL.510.H ATPL (practical) see Chapter 6.

4.1 PPL(A) experience requirements and crediting

FCL.210.A states:
(a) Applicants for a PPL(A) shall have completed at least 45 hours of flight instruction in aeroplanes, 5 of which may have been completed in an FSTD, including at least:

(1) 25 hours of dual flight instruction; and
(2) 10 hours of supervised solo flight time, including at least 5 hours of solo cross-country flight time with at least 1 cross-country flight of at least 270 km (150 NM), during which full stop landings at 2 aerodromes different from the aerodrome of departure shall be made.

When a student passed the EMVO, VVO and the bridge course, he/she has at least 71,3 hours instruction, 11,2 hours solo with 5,6 solo navigation and with two stops at different airports than Woensdrecht (depart airport). Point B and C and D of FCL210.A are not relevant. The theoretical level for the student is based on the CPL fixed wing!

[1] CPL(A) for EMVO, VVO and military bridge course and PPL(A) for EMVO and military bridge course~~When passed the EMVO, VVO and military bridge courses for CPL(A) and PPL(A) for EMVO and military bridge course~~.

4.2 Language proficiency

The RNLAF has a letter of agreement with the NL-CAA that military pilots have an LPE level 4 equivalence (reference 14: Verzoek gelijkstelling LPE-4 voor militaire vliegers).

4.3 Minimum age

FCL.300 CPL states: An applicant for a CPL shall be at least 18 years of age. For military pilots the MAR-FCL 1&2.215 _Military Pilot License- Pre-requisites states: 1) be at least 18 years of age.

The military minimum age criteria is compliant with the civilian requirement of FCL.300 CPL.

4.4 Theoretical knowledge examinations

FCL.515 ATPL states that an applicant for a CPL/ATPL shall demonstrate a level of knowledge appropriate to the privileges granted in the following subjects:

- Air Law,
- Aircraft General Knowledge — Airframe/Systems/Powerplant,
- Aircraft General Knowledge — Instrumentation,
- Mass and Balance,
- Performance,
- Flight Planning and Monitoring,
- Human Performance,
- Meteorology,
- General Navigation,
- Radio Navigation,
- Operational Procedures,
- Principles of Flight,
- Visual Flight Rules (VFR) Communications.
- Instrument Flight Rules (IFR) Communications.

The pass mark for all civilian exams must be at least 75%.
For comparison between the military and civilian theoretical training the following acceptable means of compliance was used: AMC1 FCL.310; FCL.515 (b); FCL.615 (b). The MAR_FCL 1&2.920 Theoretical knowledge Training and examination states the pass mark of 75% in the following subjects:

- AIR LAW AND ATC PROCEDURES
- AIRCRAFT GENERAL KNOWLEDGE AIRFRAME
- AND SYSTEMS, ELECTRICS, POWERPLANT, EMERGENCY EQUIPMENT
- AIRCRAFT GENERAL KNOWLEDGE INSTRUMENTATION
- FLIGHT PERFORMANCE AND PLANNING
- MASS AND BALANCE – AIRPLANES/HELICOPTERS
- PERFORMANCE – AIRPLANES
- FLIGHT PLANNING AND FLIGHT MONITORING
- PERFORMANCE – HELICOPTERS
- HUMAN PERFORMANCE AND LIMITATIONS
- METEOROLOGY
- NAVIGATION
- GENERAL NAVIGATION
- RADIO NAVIGATION
- OPERATIONAL PROCEDURES

- PRINCIPLES OF FLIGHT
- PRINCIPLES OF FLIGHT – HELICOPTER *
- COMMUNICATIONS
- VFR COMMUNICATIONS
- IFR COMMUNICATIONS

The result of the comparison of all items of FCL.515 ATPL to the Military Theoretical Knowledge Training course is presented in reference 16: Compliance checklist (amendement 4, 18 april 2018).
When the ATPL bridge course presented in Appendix A: Academics to be trained during ATPL bridge course for ATPL(H) is completed, the military academic flight training fulfils the theoretical requirement of FCL.515 ATPL (H).

4.5 Training course

The military flight training courses are compared to:
AMC1 to Appendix 3 Training courses for the issue of FCL.315 CPL/IR or FCL.515 ATPL/IR
The results are presented in appendix B: Training course compliance sheet.
The military training course is compliant for FCL.315 CPL/IR training requirement with some alternative compliance methods.

The alternative compliance method for phase 2: 15 hours of solo flight and 40 hours flown as student PIC is met when a pilot is 3 years operational.

4.6 PBN compliance

For civilian Instrument ratings as of Aug 2018 a Performance based Navigational (PBN) training is required. The RNLAF operates according the PBN principles. The requirement for PBN and the RNLAF compliance to this training is presented in appendix C PBN compliance sheet.

4.7 Conclusion

The military training course up to “limited combat ready” and minimum 3 years of operational experience fulfils the civilian requirement of the FCL.210.A, FCL.300 CPL, FCL.515 ATPL(H) theoretical knowledge and FCL.315 CPL(H) when the military bridge course is passed. When the items stated in chapter 5 are met, the military pilot fulfils also the requirements of FCL.500 ATPL and FCL.510.H ATPL(H)with IR rating. The total academic hours required for ATPL(H) is 750 hrs, the military pilot received between 1859,4 – 2101 hours (depending type of aircraft) of academic flight training. The total flying hours required for CPL(H)/IR is 180 hrs and for ATPL(H)/IR it is 195 hrs. The military pilot will have 107 FW hours and between 370,9 – 475,5 helicopter hours.

The credits for a civilian PPL(A) license can be requested after successfully passed the EMVO, VVO and the Military bridge course. However an application for military to civilian license can only be done once!

The credits for a civilian license can be requested maximum one year after leaving the military services!

An overview of credits are presented in the table below.

	ATPL(H) / IR	CPL(H) /IR	CPL (H)	CPL (A)	PPL (A)	Aerobatics (A)	Theo ATPL	TP cat 1	FI (res) (1)
EMVO	x	x	x	x	x	x	x	x	x
VVO	x	x	x	x		x	x	x	x
IERW BB Germany	x	x	x	x	x	x	x	x	x
TR AH64 TR AS532 TR CH47 TR NH90	x	x	x	x	x	x	x	x	x
IR profcheck	x	x					x	x	x
>3 years operational	x	x	x	x				x	x
>1000 hrs	x							x	x
>250 PIC	x							x	x
>30 IFR	x							x	x
>100 night	x							x	x
Instructor course (civilian ATO)									x
Military bridge course Helicopter	x	x	x		x(2)	x(2)	x(4)	x	x
Test flight certificate								x	
Military bridge course jet				x	x(2)	x(2)(3)	x (4)		

(1) When FI course is performed at an EASA ATO (assessment of Competence must be performed by a FIE assigned by the Dutch authority)
(2) Either one of the bridge courses, both have the piston engine LO’s.
(3) When CPL(A) aerobatics is requested the Bridge course for Jet is required.
(4) Depending specific for frozen theoretical ATPL(H) and/or ATPL(A).

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5 Limitations to be included on the Part-FCL licences

Within the scope of PPL(A)/CPL(A) and CPL(H) operation, no limits need to be included.

When IR is requested, it must be valid. If IR rating is expired within 7 years, the requirement is refresher training at an ATO and an IR profcheck to regain the IR.

Within the scope of ATPL(H), the practical experiences are unsatisfactory without additional flying experience.

6 Additional licenses/certificates

In addition to the aircrew license (PPL(A),CPL(H),ATPL(H)), the next certificates comply to the EASA regulations. These additional trainings are performed under EASA regulations:

1) Restricted Flight instructor helicopters (when performed at a civilian ATO) Instructor competence checked at a civilian ATO.

2) Test pilot, EASA accredited schools (ETPS,EPNR,USNTP,NTPS or other certified Test pilot ATO's)

6.1 Additional aerobatic rating when PPL(A) or CPL(A) is requested

During the training course VVO, the student fullfills the requirements for aerobatic training according to AMC1 FCL.800 Aerobatic training

THEORETICAL KNOWLEDGE AND FLYING TRAINING	Course
(a) The aim of the aerobatic training is to qualify licence holders to perform aerobatic	VVO
manoeuvres.	
(b) The ATO should issue a certificate of satisfactory completion of the instruction to licence	-
endorsement.	
(c) Theoretical knowledge	EMVO/VVO
The theoretical knowledge syllabus should cover the revision or explanation of:	
(1) human factors and body limitation:	X
(i) spatial disorientation;	X
(ii) airsickness;	X
(iii) body stress and G-forces, positive and negative;	X
(iv) effects of grey- and blackouts.	X
(2) technical subjects:	
(i) legislation affecting aerobatic flying to include environmental and noise	X
subjects;	
(ii) principles of aerodynamics to include slow flight, stalls and spins, flat and	X
inverted;	
(iii) general airframe and engine limitations (if applicable).	X
(3) limitations applicable to the specific aircraft category (and type):	X
(i) air speed limitations (aeroplane, helicopter, TMG and sailplane, as	X
applicable);	
(ii) symmetric load factors (type-related, as applicable);	X
(iii) rolling Gs (type-related, as applicable).	X
(4) aerobatic manoeuvres and recovery:	X
(i) entry parameters;	X

(ii) planning systems and sequencing of manoeuvres;	X
(iii) rolling manoeuvres;	X
(iv) looping manoeuvres;	X
(v) combination manoeuvres;	X
(vi) entry and recovery from developed spins, flat, accelerated and inverted.	X
(5) emergency procedures:	X
(i) recovery from unusual attitudes;	X
(ii) drills to include the use of parachutes (if worn) and aircraft abandonment.	X
(d) Flying training	VVO
The exercises of the aerobatic flying training syllabus should be repeated as necessary	
until the applicant achieves a safe and competent standard. Having completed the flight	
training, the student pilot should be able to perform a solo flight containing a sequence	
of aerobatic manoeuvres. The dual training and the supervised solo training flights	
should be tailored to the category of aircraft and limited to the permitted manoeuvres	
of that type of aircraft. The exercises should comprise at least the following practical	
training items:	
(1) confidence manoeuvres and recoveries:	
(i) slow flights and stalls;	x
(ii) steep turns;	x
(iii) side slips;	x
(iv) engine restart in-flight (if applicable);	simulator
(v) spins and recovery;	x
(vi) recovery from spiral dives;	x
(vii) recovery from unusual attitudes.	x
(2) aerobatic manoeuvres:	x
(i) Chandelle;	x
(ii) Lazy Eight;	x
(iii) rolls;	x
(iv) loops;	x
(v) inverted flight;	x
(vi) Hammerhead turn;	x
(vii) Immelmann.	x

6.2 Additional requirements to request ATPL

When the pilot is at least 21 years of age, "ATPL" bridge course is passed and in military service the following experience is gained an ATPL(H) can be requested.
Experience gained during military services:
Completed as a pilot of helicopters a minimum of 1 000 hours of flight time including at least:

(1) 350 hours in multi-pilot helicopters;
(2) (i) 250 hours as PIC; or

(ii) 100 hours as PIC and 150 hours as PIC under supervision; or

(iii) 250 hours as PIC under supervision in a multi pilot certified helicopter. In this case the APTL(H) will be limited to multi pilot only, until 100 hours as PIC are flown.

(3) 200 hours of cross-country flight time of which at least 100 hours shall be as PIC or as PIC under supervision;
(4) 30 hours of instrument time of which not more than 10 hours may be instrument ground time; and
(5) 100 hours of night flight as PIC or as co-pilot.

7 Copies of all documents

To obtain the civilian license, the following documents need to be send to KIWA;

Request form CPL(A)/IR or ATPL(A)/IR
(valid) Passport copy
Flight Logbook
Current civilian flight medical
Copy of Military Pilot License
Copy list of functions which indicates the date when placed on an operational squadron.
FI Assessment of competence form.

Checklist for sending in application EASA FCL

Document	**Remark**
KIWA request form PPL(A)/CPL(A)/ATPL(A)	Download application on: https://www.kiwaregister.nl/aanvraagformulieren_vliegend_personeel/
Passport copy	Valid passport
Flight logbook	PDF of flight logbook (OMIS) To check flight experience and IR prof check
Copy Flight medical	Civilian (from CML)
Copy military Pilot license	
Copy of functions	PDF of personal file (peoplesoft) To check 3 years operational experience and training curriculum.
Military bridge course certifcate	Check for successful completion of the bridge course for the required application
FI competence check (When FI is requested)	Assessment of Competence must be performed by a FIE assigned by the Dutch authority

Reference 1: MAR FCL Aeroplanes & Helicopters issue 2.0 01 December 2013
Reference 2: MPL theoretical knowledge 034239 versie 2.1
Reference 3: EMVO training manual 065638 versie 1.0
Reference 4: VVO Training Manual 066692 versie 1.0
Reference 5: Initial Entry Rotary Wing 18 October 2016
Reference 6: IERW-AH64
Reference 7: IERW-CH47 4 november 2016
Reference 8: Lehrplan Heeresfliegerwaffenschule Version 4.1
Reference 9: AH-64 Apache QT land basic Version 1.0
Reference 10: AH-64 Apache QT land advanced Version 1.0
Reference 11: CH-47 Chinook QT Land Basic vlieger version 1.0
Reference 12: CH-47 Chinook QT Land Advanced vlieger version 1.0
Reference 13: AS-532 Cougar Type rating Pilot Version 1 change 2
Reference 14: NH90 NFH IMQT pilot Version 1 change 1
Reference 15: Verzoek gelijkstelling LPE-4 voor militaire vliegers ILT-2012/18636 CLSK 2012/015641
Reference 16: Compliance checklist (amendment 4, 18 april 2018).

Netherlands Ministry of Defence

Royal Netherlands Air Force Command

Operations & Aircrew

Date
~~27~~-~~12~~09-2018

Our reference
CLSK 2018

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Our reference
CLSK 2018

RNLAF Credit report Heli(corrected)

CPL(H) IR(H)-ME,PBN or ATPL(H) IR(H)-ME,PBN & CPL(A) or PPL(A) for helicopter pilots

Appendix

A Theoret cal training compliance list

B Training course compliance sheet

C Academics to be trained during ATPL bridge course for ATPL(H)

Please quote date, our reference and subject when replying.

Appendix: A Academics to be trained during ATPL bridge course for ATPL(H)

Appendix: B Training course compliance sheet

Appendix A theoretical training compliance sheet

010.01.02.01	The International Air Services Agreement
010.01.02.02	The International Air Transport Agreement
010.01.02.03	Suppression of unlawful acts against safety of civil aviation
010.01.02.04	Intentionally left blank
010.01.02.05	International Private Law
010.01.03.00	World Organisation
010.01.03.01	The International Air Transport Association (IATA)
010.04.01.01	Differences between ICAO Annex 1 and JAR-FCL
010.04.02.04	Airline Transport Pilot Licence - ATPL
010.07.02.03	ATS system capacity and Air Traffic Flow Management
010.10.02.00	Entry and Departure of aircraft
010.10.02.01	General Declaration
010.10.02.02	Entry and departure of crew
010.10.02.03	Entry and departure of passengers and baggage
010.10.02.04	Entry and departure of cargo
010.12.01.00	Essential defenitions in ICAO Annex 17
010.12.01.01	Essential defenitions in ICAO Annex 17
010.12.02.00	General principles
010.12.02.01	General principles — Objectives of security
010.12.03.00	Organisation
010.12.04.00	Preventive security measures
010.12.04.01	Preventive security measures
010.12.05.00	Management of response to Acts of Unlawful Interference
010.12.05.01	Management of response to Acts of Unlawful Interference
010.12.06.00	Operators security programme
010.12.06.01	Operators' security programme — Principles
010.12.07.00	Security procedures in other documents
010.12.07.01	ICAO Annex 2, Attachment B
010.12.07.02	ICAO Annex 6, Chapter 13, Security
010.12.07.03	ICAO Annex 14, Chapter 3, Physical characteristics
010.12.07.04	ICAO Document 4444
021.06.01.01	Piston engine air supply
021.08.01.00	Piston engine
021.08.01.01	Fuel: Types, characteristics, limitations

021.08.01.02	Design, operation, system components, indications
021.10.01.00	General
021.10.01.01	Types of internal combustion engine
021.10.01.02	Engine: design, operation, components and materials
021.10.02.00	Fuel
021.10.02.01	Types, grades, characteristics, limitations
021.10.03.00	Engine fuel pumps
021.10.03.01	Engine-driven fuel pump
021.10.04.00	Carburettor/Injection system
021.10.04.01	Carburettor: design, operation, degraded modes, indications and warnings
021.10.04.02	Injection: design, operation, degraded modes, indications and warnings
021.10.04.03	Icing
021.10.05.00	Cooling systems
021.10.05.01	Design, operation, indications and warnings
021.10.06.00	Lubrication systems
021.10.06.01	Lubricants: characteristics, limitations
021.10.06.02	Design, operation, indications and warnings
021.10.07.00	Ignition circuits
021.10.07.01	Design, operation
021.10.08.00	Mixture
021.10.08.01	Definition, characteristic mixtures, control instruments, associated control levers, indications
021.10.10.00	Performance and engine handling
021.10.10.01	Performance
021.10.10.02	Engine handling
021 01 01 02	Level of certification
021 17 02 07	No tail rotor (NOTAR)
022.13.06.00	Electronic Flight Bag (EFB)
022.13.06.01	Purpose, certification, malfunctions
022.14.01.00	Cockpit Voice Recorder (CVR)
022.14.01.01	Purpose, components, parameters
022.14.02.00	Flight Data Recorder (FDR)
022.14.02.01	Purpose, components, parameters
031.06.01.00	Types of cargo
031.06.01.01	Types of cargo (general aspects)

031.06.02.00	Floor area load and running load limitations
031.06.02.01	Floor area load and running load limitations in cargo compartments
031.06.03.00	Securing of load
031.06.03.01	Securement of load (reasons and methods)
033.05.02.00	Repetitive flight plan
033.05.02.01	Repetitive flight plan
040.02.01.03	High altitude environment
050.09.07.00	Stratospheric conditions
050.09.07.01	Influence on aircraft performance
062.02.06.00	MLS
062.02.06.01	Principles
062.02.06.02	Presentation and interpretation
062.02.06.03	Coverage and range
062.02.06.04	
062 07 05 08	PBN point-in-space (PinS) departure
062 07 05 09	PBN point-in-space (PinS) approach
071.02.05.01	Carburettor fire
071.02.09.00	Security
071.02.09.01	ICAO Annex 17 and Regulation (EC) No 300/2008
071.02.09.02	Use of SSR
071.02.09.03	Security (Regulation (EC) No 300/2008 and ICAO Annex 17)

Appendix B Training course compliance sheet

integrated CPL(H)/IR (Subjecs)	MilPL	Alternative AMC	Remarks
Appendix 3 - Training courses for the issue of a CPL and an ATPL			
The flying training shall comprise a total of at least 195 hours, to include all progress tests. Within the total of 195 hours, applicants shall complete at least:	370,4		
(a) 140 hours of dual instruction, of which:	183		
(1) 75 hours visual instruction may include:			
(i) 30 hours in a helicopter FFS, level C/D, or			
(ii) 25 hours in a FTD 2,3, or			
(iii) 20 hours in a helicopter FNPT II/III, or			
(iv) 20 hours in an aeroplane or TMG;			
50 hours instrument instruction may include:	50,7		
(i) up to 20 hours in a helicopter FFS or FTD 2,3 or FNPT II/III, or	20		
(ii) 10 hours in at least a helicopter FNPT 1 or an aeroplane;			
15 hours MCC, for which a helicopter FFS or helicopter FTD 2,3(MCC) or FNPT II/III(MCC) may be used.	15		

55 hours as PIC, of which 40 hours may be as SPIC. At least 14 hours solo day and 1 hour solo night shall be made.	35,7	mimum solo hours made are 12.7 hrs. After 3 years operational on the squadron the pilot will have PIC hrs and additional SPIC hours more than 55 hrs	Within military there are no solo hours, however the additional experience on the squadron (after 3 year and the amount of lfying hours can be used as alternative AMC
50 hours of cross-country flight, including at least 10 hours of cross-country flight as SPIC including a VFR cross-country flight of at least 185 km (100 NM) in the course of which landings at two different aerodromes from the aerodrome of departure shall be made;		after 3 years a pilot will have the required experience	
(d) 5 hours flight time in helicopters shall be completed at night comprising 3 hours of dual instruction including at least 1 hour of cross-country navigation and 5 solo night circuits. Each circuit shall include a take-off and a landing;		after type rating the minimum night time will be 15 hours. No solo hours included	
(e) 50 hours of dual instrument time comprising:	51		
(i) 10 hours basic instrument instruction time, and			
(ii) 40 hours IR Training, which shall include at least 10 hours in a multi-engine IFR-certificated helicopter.	NH90/CH47/AS532	AH64 multi engine (not civilian certified)	
SKILL TEST			
10. Upon completion of the related flying training, the applicant shall take the CPL(H) skill test on a multi-engine helicopter and the IR skill test on an IFR certificated multi-engine helicopter and shall comply with the requirements for MCC training	TR NH90/CH47 & AS532	AH64 multi engine not IFR certified	IFR training is preformed on AH64

Appendix C PBN compliance sheet

	ALL	Heli Germany	Heli USA
062 07 00 00 PBN	EMVO		
062 07 01 00 PBN concept (as described in ICAO Doc 9613)	EMVO		
062 07 01 01 PBN principles	EMVO		
062 07 01 02 PBN components	EMVO		
062 07 01 03 PBN scope	EMVO		
062 07 02 00 Navigation specifications	EMVO		
062 07 02 01 RNAV and RNP	EMVO		
062 07 03 00 Use of PBN	EMVO		
062 07 03 01 Airspace planning	EMVO		
062 07 03 02 Approval	EMVO		
062 07 03 03 Specific RNAV and RNP system functions	EMVO		
062 07 03 04 Data processes	EMVO		
062 07 04 00 PBN operations	EMVO		
062 07 04 01 PBN principles	EMVO		
062 07 04 02 On-board performance monitoring and alerting		Heeresfliegerwaffenschule	IERW FSXX15
062 07 04 03 Abnormal situations		Heeresfliegerwaffenschule	IERW FSXX16
062 07 04 04 Database management		Heeresfliegerwaffenschule	IERW FSXX17
062 07 05 00 Requirements of specific RNAV and RNP specifications		Heeresfliegerwaffenschule	IERW FSXX18

062 07 05 01 RNAV10		Heeresfliegerwaffenschule	IERW FSXX19
062 07 05 02 RNAV5		Heeresfliegerwaffenschule	IERW FSXX20
062 07 05 03 RNAV/RNP1/2		Heeresfliegerwaffenschule	IERW FSXX21
062 07 05 04 RNP4		Heeresfliegerwaffenschule	IERW FSXX22
062 07 05 05 RNP APCH		Heeresfliegerwaffenschule	IERW FSXX23
062 07 05 06 RNP AR APCH		Heeresfliegerwaffenschule	IERW FSXX24
062 07 05 07 A-RNP		Heeresfliegerwaffenschule	IERW FSXX25
062 07 05 08 PBN Point in Space (PinS) departure		Heeresfliegerwaffenschule	IERW FSXX26
062 07 05 09 PBN Point in Space (PinS) approach		Heeresfliegerwaffenschule	IERW FSXX27
062 05 04 00 FMS and general terms		Heeresfliegerwaffenschule	IERW FSXX28
062 05 04 03 Navigation data base		Heeresfliegerwaffenschule	IERW FSXX29
062 05 04 06 Determination of the FMS-position of the aircraft		Heeresfliegerwaffenschule	IERW FSXX30
062 06 00 00 GLOBAL NAVIGATION SATELLITE SYSTEMS	EMVO	Heeresfliegerwaffenschule	
062 06 01 00 GPS/GLONASS/GALILEO	EMVO	Heeresfliegerwaffenschule	
062 06 01 01 Principles	EMVO	Heeresfliegerwaffenschule	IERW FSXX35
062 06 01 02 Operation		Heeresfliegerwaffenschule	IERW

			FSXX36
062 06 01 03 Errors and Factors affecting accuracy	EMVO		
062 06 02 00 Ground, Satellite and Airborne based augmentation systems	EMVO		
Practrical	ALL	Heli Germany	Heli USA
Practical skill test IR(H) PBN	Appendix 3 to MAR-FCL 2.320 Contents of the skill test for the issue and renewal of an IR(H)		Note 1

Note 1: AH64, performance a Point in Space/LNAV/RNAV departure/arrival based on GPS/INS in the simulator as IR emergency recovery