

Foreign non-JAA/EASA Licence



Legal Foundations

While performing an instruction in a foreign country beyond the JAA/EASA-system, philosophies, policies and practices are based on global recommendations defined by ICAO and the cultural background of training personnel and facilities located in that specific country.

The process of validating or converting a non-JAA/EASA licence aims to adapt both knowledge and skills to the legal requirements as set out in JAR-FCL 1: <http://www.jaa.nl/publications/section1.html>

When should I aim for a validation (= *Anerkennung*) ?

- Temporary acceptance of a foreign licence
- Can be obtained just once per pilot and life and its validity cannot be prolonged
- Suitable for pilots who live or work temporarily in Switzerland
- A Swiss validation will be based on the foreign licence which must remain valid

When should I aim for a conversion (= *Umwandlung*) ?

- Normal residency ins Switzerland (JAR-FCL 1.070, means where you live for at least 185 days in each calendar year)
- Intention to fly either privately or commercially in Europe
- Wish to fly Swiss HB-registered aeroplanes outside of Switzerland
- Converted licence will remain valid independent of the foreign licence, which can remain valid in parallel or expire

To verify which steps you need to do for the validation or conversion of your licence please consult the FOCA-checklists: <http://www.bazl.admin.ch/fachleute/flugpersonal/00319/00756/index.html?lang=de>

JAR-FCL 1.065 “State of Licence Issue” requires applicants to perform both theoretical and practical training and testing in the same country towards the same authority.

Major Differences beyond Regulations ... Policy HORIZON

Europe consists of many countries with different cultures and languages. Especially the area of Central Europe is crowded, “green” space both on ground as well as in the air is rare.

How does that affect flying ?

- High-density, mixed airspace and traffic in and around Switzerland
- Complex, often temporary regulated airspace structures and runway concepts taking into consideration political and environmental constraints
- Challenging terrain and quickly changing meteorological conditions affecting both VFR and IFR operations
- Still some spots with non-radar environment, even in airline operations

The aim of HORIZON is to:

- prepare foreign pilots for their future activity in an efficient, effective and appropriate way
- consider previous experience and provide tailored training up to the required standards
- bring private pilots into a position to organize their trips in a correct way, fly around without fear or stress and operate from special airports
- bring commercial pilots into a position to apply for airline or corporate operators and successfully pass such selections or assessments with reserve



Theoretical Training

Experience shows that the differences in the area of theory between ICAO and JAA/EASA are significant and real chances of exam success hardly exist without thorough preparation:

- Theories and JAR/EASA-examinations at levels CPL, IR and ATPL are often based on intermediate academic background
- The Central Question Bank (CQB) for official examinations consists of more than 10'000 questions which are continuously updated, pilots must understand taught subjects in detail as there are too many questions in the data base to allow learning them by heart

To ease successful completion of JAA exams for foreign license holders, Special Conversion Offers (SCO) are available via distance learning: <http://www.horizon-sfa.ch/ehornew/esco.htm>
After the course you will pass our internal exams before attending the JAA/EASA-exams.

Be aware that JAR/EASA-exams always cover detailed questions from the actual level down to zero. For example, during an ATPL-exam questions will be chosen from JAR/EASA-PPL, CPL, IR and ATPL.

Practical Training

Single Pilot Aeroplane (SP(A)) versus Multi Pilot Aeroplane (MP(A)):

Whenever an Aeroplane Flight Manual (AFM) requires a multi-crew cockpit, both pilots must have completed their written ATPL exam, irrespective of private or commercial operations.

Legally, a skill-test at the required level in the respective class of aeroplane (single- or multi-engine piston) or simulator (type rating multi-pilot) must be passed.

JAR/EASA-FCL does not require specific minimum hours of training, a licence issue is "only" related to the pass of the skill-test.

However, experience shows that an average candidate requires specific previous training to reach the JAR/EASA-skill-test standard:

- PPL, single engine piston: approximately 5 – 10 hours of dual instruction
- CPL/ IR / multi engine piston: approximately 5 – 10 hours of simulator instruction (FNPT II DA42 with real view visual system and airline-like avionics Garmin 1000) plus around 4 – 7 hours training on the identical aeroplane
- ATPL: change of operator course acc. to EU-OPS 1, usually 30-60% of a full type rating

An assessment (skill test program) in the simulator can provide clarity about the expected efforts and cost. We encourage starting with the practical part after a successful pass of the theoretical studies.

Contents and exercises to be demonstrated during the skill-tests can be found in detail on the respective FOCA-forms <http://www.bazl.admin.ch/fachleute/flugpersonal/00318/00758/index.html?lang=en>

- 60.220 PPL(A) Skill Test
- 60.320 CPL(A) Skill Test
- 60.420 IR(A) SPA Skill Test
- 60.530 Type Rating MPA&ATPL(A)

Your next step

Please think about your options and aims, study the given FOCA-links and contact us to arrange your assessment

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