

LASORS

2008

SECTION L

FLIGHT ENGINEER LICENCE

The UK Civil Aviation Authority currently issues UK Flight Engineer Licences.

◆ L1 UK Flight Engineer

L1 FLIGHT ENGINEER LICENCE

This section offers information as a basic guide to obtaining a UK Flight Engineer's Licence - UK F/EL as follows:-

- L1.1 UK F/EL General Information
- L1.2 UK F/EL Flying Training Requirements
- L1.3 UK F/EL Theoretical Knowledge Examination/Aircraft Type Rating Course Requirements
- L1.4 UK F/EL Flight Test Requirements
- L1.5 Flight Radiotelephony Operator's Licence (FRTOL) Requirements
- L1.6 UK F/EL Medical Requirements

Important Note:

The UK CAA has not yet adopted the requirements of JAR-FCL 4 - Flight Engineer Licence. Therefore, the requirements detailed within this Section are for the issue of a UK Flight Engineer's Licence (UK F/EL)

A UK F/EL must contain a Type Rating that allows the holder to exercise the privileges of the licence.

Type Ratings are issued for the following aircraft:

Airbus A300
Boeing 707
Boeing 727
Boeing 747-100/200/300/S.P
DC-6
DC-8
DC-10
L382G (Hercules)
L1011 Tri-Star
L188 Electra
Shorts Belfast

L1.1 UK F/EL GENERAL INFORMATION

Privileges

Details of licence privileges can be found in Schedule 8 of the Air Navigation Order, (please refer to Section A, Appendix F).

Minimum Age

An applicant for a UK F/EL is 21 years.

Licence Validity

The UK F/EL will be issued for a maximum period of validity of 10 years.

Eligibility

The following persons may be eligible to qualify for the issue of a UK F/EL:

1. Experienced Aeronautical Ground Engineers who hold a valid Aircraft Maintenance Engineer's Licence (can be a 'Licence without Type Rating'),

or

Have at least **three** years general aeronautical engineering maintenance experience.

2. Royal Air Force Air Engineers with at least **400** hours flying experience as an Air Engineer.
3. Holders of a **valid** Non-UK Flight Engineer's Licence (Aeroplanes).
4. Holders of a valid Professional Pilot's Licence (Aeroplanes)

The Royal Air Force (RAF) uses Flight Engineers (known as Air Engineers) on the following aircraft:

C130 Hercules
L1011 Tri-Star
Nimrod
Sentry (B707)
VC-10

Non-UK Licence Holders

Any United Kingdom flight crew licences issued on conversion of foreign licences, will contain a statement on the licence to that effect. This is in order to comply with Article 6 of EC Directive 670/1991 effective from 1 June 1992. This statement will **NOT** be entered in UK licences issued on conversion from an EC Member State's licence.

L1.2 UK F/EL FLYING TRAINING REQUIREMENTS

An applicant for a UK F/EL must undertake **100** hours of supervised Flight Engineer training on the first air-craft type to be included in the licence. This must include the particular requirements specified in a) below. All Flight Engineer training must be completed within the 12 months preceding the date of application for licence issue.

- a. **100 hours*** Supervised Flight Engineer Training on Type, can include (i);

- i. **50 hours* (Maximum)** training in a CAA Approved Flight Simulator of the same type

* Royal Air Force Air Engineers are credited with **50** hours of the 100 hours supervised Flight Engineer training required in (a). Of the remaining **50** hours required on type, up to **25** hours may be completed in a CAA Approved Flight Simulator of the same type. Air Engineers who have more than 100 hours experience in a Service aircraft for which a type rating is issued (e.g. L1011 Tri-Star), will only be required to complete the Aircraft Rating Flight Test on that type.

- b. Complete a **CAA Approved Type Rating Conversion Course**

L1.3 UK F/EL THEORETICAL KNOWLEDGE EXAMINATION REQUIREMENTS

An applicant for a UK F/EL is required to:

1. Pass the **JAR-FCL ATPL(A) Theoretical Knowledge Examinations** in the following subjects:

Principles of Flight
Airframes/Systems
Mass & Balance
Instrumentation
Operational Procedures
Human Performance and Limitations

Note: These theoretical knowledge examinations replace the former UK Flight Engineer Technical Group of Examinations.

Credits from Ground Examinations

- The holder of a valid Non-UK Flight Engineer's Licence with **more** than 3000 hours experience as a Flight Engineer will be credited the Principles of Flight, Airframes/Systems, Mass & Balance and Instrumentation examinations.
- A current UK Military Air Engineer will be credited the Airframes/Systems and Instrumentation examinations.

FULL DETAILS OF THE JAR-FCL-ATPL(A) THEORETICAL KNOWLEDGE EXAMINATIONS, PASS RULES, VALIDITY PERIODS ETC ARE GIVEN IN SECTION J and JAR-FCL 1, SUBPART J.

Note for RAF Air Engineers

It has been agreed that qualified Air Engineers having passed the theoretical knowledge examinations may retain this pass for as long as they remain in current flying practice as appropriately categorised Air Engineers in the

RAF. Once they leave the RAF, the 36 month acceptance period for licence issue will be calculated from the date of their last flight as Air Engineer in a military aeroplane.

L1.4 UK F/EL SKILL TEST REQUIREMENTS

An applicant for a UK F/EL is required to pass a Flight Engineer Skill Test on the aircraft type to be included in the licence with a CAA Authorised Flight Engineer Type Rating Examiner.

- For further details of Flight Engineer Type Rating Examiners, please contact the CAA Flight Operations Department, Tel: 01293 573496
- Holders of a valid Non-UK Flight Engineer's Licence which includes a specific aeroplane type, may have that type endorsed in the UK Licence without having to take an Aircraft Rating Flight Test on the type, provided that:
 - The applicant has **more** than **3000** hours experience as a Flight Engineer including at least **100** hours experience as Flight Engineer on the type; and
 - The holder can produce logbook evidence of having acted as Flight Engineer on the type in the five years preceding date of application for licence issue.

Applicants who are eligible for this credit should note that a Flight Engineer Skill Test must be completed with a Flight Engineer Type Rating Examiner before the privileges of the licence are to be exercised.

L1.5 FLIGHT RADIOTELEPHONY OPERATOR'S LICENCE (FRTOL) REQUIREMENTS

Although a UK FRTOL is not a requirement for the issue of a Flight Engineer's Licence, applicants who intend to operate radiotelephony equipment will require an FRTOL (**Section B** refers).

L1.7 UK F/EL MEDICAL REQUIREMENTS

An applicant for a UK F/EL must hold a valid UK Class 1 or a JAR-FCL Class 1 Medical Certificate.