

ARM - AIR CREW

COMMON TECHNICAL REQUIREMENTS

&

ADMINISTRATIVE PROCEDURES

related to

CIVIL AVIATION AIR CREW

(pursuant to Commission Regulation (EU) N° 1178 / 2011 of 3 November 2011)

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YEREVAN
March 2013

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COMMISSION REGULATION (EU) N° 1178/2011 of 3 November 2011**Article 1****Subject matter**

This Regulation lays down detailed rules for :

- (1) *Different Ratings* for pilot's licences, the conditions for issuing, maintaining, amending, limiting, suspending or revoking licences, the privileges and responsibilities of the holders of licences, the conditions for the conversion of existing national pilot's licences and of national flight engineer's licences into pilot's licences, as well as the conditions for the acceptance of licences from third countries ;
- (2) the certification of persons responsible for providing Flight Training or Flight Simulation Training and for assessing pilot's skills ;
- (3) different medical certificates for pilots, the conditions for issuing, maintaining, amending, limiting, suspending or revoking medical certificates, the privileges and responsibilities of the holders of medical certificates as well as the conditions for the conversion of national medical certificates into commonly recognised medical certificates ;
- (4) the certification of Aero-medical Examiners, as well as the conditions under which general medical practitioners may act as Aero-medical Examiners ;
- (5) the periodical aero-medical assessment of cabin crew members, as well as the qualification of persons responsible for this assessment.

Article 2**Definitions**

For the purposes of this Regulation, the following definitions shall apply :

- (1) "**Part - FCL licence**" means a flight crew licence which complies with the requirements of **Annex I** ;
- (2) "**JAR**" means joint aviation requirements adopted by the Joint Aviation Authorities as applicable on 30 June 2009 ;
- (3) "**Light aircraft pilot licence (LAPL)**" means the leisure pilot licence referred to in Article 7 of Regulation (EC) N° 216 / 2008 ;
- (4) "**JAR - compliant licence**" means the pilot licence and attached Ratings, certificates, authorizations and/or qualifications, issued or recognised, in accordance with the national legislation reflecting JAR and procedures, by a Member State having implemented the relevant JAR and having being recommended for mutual recognition within the Joint Aviation Authorities' system in relation to such JAR ;
- (5) "**Non - JAR - compliant licence**" means the pilot licence issued or recognised by a Member State in accordance with national legislation and not having been recommended for mutual recognition in relation to the relevant JAR ;
- (6) "**Credit**" means the recognition of prior experience or qualifications ;
- (7) "**Credit report**" means a report on the basis of which prior experience or qualifications may be recognized ;
- (8) "**Conversion report**" means a report on the basis of which a licence may be converted into a Part - FCL licence ;
- (9) "**JAR - compliant pilots**" medical certificate and aero-medical examiners "**certificate**" means the certificate issued or recognised, in accordance with the national legislation reflecting JAR and procedures, by a Member State having implemented the relevant JAR and having been recommended for mutual recognition within the Joint Aviation Authorities' system in relation to such JAR ;

- (10) “ *Non - JAR - compliant pilots* “ medical certificate and aero- medical examiners “ *certificate* “ means the certificate issued or recognised by a Member State in accordance with national legislation and not having been recommended for mutual recognition in relation to the relevant JAR.

FOREWORD

- 1 The General Department of Civil Aviation at the Government of Republic of Armenia (GDCA of RA), known in these regulations as the “ Authority ” has implemented “ **Air Crew** “ Regulation based on the European Union rulemaking regulation, with a view to harmonizing legislation and to regulate Commercial Air Transport Flight Crew Licensing, Cabin Crew Qualification, Medical and Air Training Organization approval and certification.
- 2 ICAO Annex 6 has been selected to provide the basic structure of “ **Air Crew** “ Regulation, but with additional sub-division where considered appropriate. The content of Annex 6 has been used and added to, where acceptable.
- 3 The Authority has adopted associated compliance or interpretative material wherever possible and, unless specifically stated otherwise, clarification will be based on this material on Commission Regulation (EU) N° 1178 / 2011 of 3 November 2011, EASA “ **Air Crew** “ Regulation and other documentation.
- 4 Future development of the requirements of “ **Air Crew** “ Regulation Annexes will be in accordance with Notice of Proposed Amendment (*NPA*) procedures , if the GDCA of RA thinks an NPA is required. These procedures allow for the amendment of Annexes I to VII to be harmonized with amendments to EASA regulations and ICAO Annexes in a timely manner. Typographical errors or minor changes that do not affect the industry will be published and introduced without NPA (*Notice of Proposed Amendment*).
- 5 Definitions and abbreviations of terms used in Annexes that are considered generally applicable are contained in ARM - FCL and other Annexes Definitions and Abbreviations. However, definitions and abbreviations of terms used in Annexes that are specific to a Subpart of Annex are normally given in the Subpart concerned or, exceptionally, in the associated compliance or interpretative material.
- 6 Amendments history table is included so that the changes can be easily tracked
- 7 All Annexes of regulations are presented in Times Roman font, the recent changes to the new text will be marked by ***Bold Italics*** .
8. This issue is dated **12 March 2013** edition. All pages of this edition of Annexes will be effective by **31 March 2013**.
All pages are current as in LEP (*List of Effective Page*), the blank pages are marked with Intentionally Left Blank as it is controlled by LEP.
9. Conformity with the guidance material presented in Section 2 is mandatory unless other means of compliance meet the equivalent level of safety, acceptable to the Authority.