

Conversion Report of Licenses and Transition Method of the  
Federal Republic of Germany  
With regard to the Commission Regulation (EU) Nr. 1178/2001  
Article 4

1. Introduction

Prior to the implementation of the Commission Regulation (EU) Nr. 1178/2001 Germany issued licenses to civil aviation aircrew on the basis of the Joint Aviation Authorities recommendation (JAR regulation). These were transformed into national law under the title “JAR-FCL deutsch”. In particular, Germany issued licenses under JAR-FCL 1deutsch for airplane pilots; JAR-FCL 2 deutsch for helicopter pilots, JAR-FCL 3 deutsch for medical certificates and JAR-FCL 4 deutsch for flight engineers.

In Addition, Germany issued licenses and ratings under national laws, valid only in the territory of the Federal Republic of Germany. Before the introduction of JAR-FCL (2003), Germany also issued licenses under the provision of ICAO regulations.

2. National Requirements on the basis of which pilot licenses were issued

Germany issued:

JAR-FCL compliant licenses for airplanes in Commercial Operations (CPL/ATPL),  
National Licenses for airplanes in Commercial Operations which could be converted into JAR-FCL compliant licenses,  
JAR-FCL compliant licenses for airplanes in General Aviation,  
Pilot licenses for airplanes in General Aviation under national Law,  
JAR-FCL compliant licenses for helicopters in Commercial Operation and General aviation,  
Pilot licenses for sailplanes under national Law,  
Pilot licenses for balloons and airships under national Law.

The conversion reports for non JAR-FCL compliant licenses are attached as Annexes to this conversion report as well as a copy of the national legislation applicable for the issue of the original license.

3. Scope of privileges given to license holders

- a. JAR-FCL compliant licenses were issued according to JAR-FCL rules, sometimes together with ratings based on national legislation, where such a rating was not available in the JAR-FCL regime.
- b. National licenses were issued in a similar manner. Theoretical and flight training as well as examinations were handled in approved training organizations under state oversight.  
Standards are kept through standardization of flight examiners under authority of the German CAA, the Luftfahrt-Bundesamt (LBA) as well as the Aviation Authorities of the German Bundesländer (Federal States) for licenses issued under their jurisdiction. Some national licenses were recognized by bilateral agreements in other states.

Licensing for Private Pilot Licenses (PPL) up to, but not including, an instrument rating is done by the government of the Federal States in which the applicant lives. Commercial Licenses and Licenses including an instrument rating are issued through

the LBA.

- c. General aviation licenses were generally restricted to noncommercial operations. Some limitations applied for national license (National PPL (A)) holders regarding the Maximum Takeoff Mass (MTOM). If they were trained on aircraft with a MTOM of 750 kg they were restricted to such aircraft until training on heavier aircraft allowed a class rating up to 2.000 kg MTOM. Additional National and ICAO license holders could be excluded from the use of certain types of airspace (namely airspace C) since their training did not include the actual use of radio navigational aids. Additional training in heavier aircraft as well as the use of radio navigation aids converted the national license into a JAR-FCL compliant license.

- d. German license holders were engaged in different type of operations and could be issued varying ratings.

Depending on the type of training pilots were given the ratings:

- Instrument
- Night
- Aerobatic
- Towing
- Aerial Spraying (Crop Dusting)
- Instructor
- Examiner

Not all ratings could be acquired by all license holders, depending mainly on the type of aircraft. In addition, type and class ratings could be acquired as necessary for the type of aircraft. The Mountain rating was not used in Germany and Flight Test ratings and cabin crew licenses were not issued under the JAR-FCL regime.

- e. Germany has issued ratings (Aerobatic, Towing, Dropping of Parachutists) under National Law. Training requirements to achieve these ratings are equal to or exceed the requirements of Regulation (EU) No. 1178/2011 for the same rating. For this reason Germany will consider a license issued with the respective ratings as JAR-FCL compliant, as long as the license is JAR-FCL compliant, and transfer the license with the ratings to a Part-FCL license. This does not apply to Cloud Flying for Sailplanes (to be decided under Task FCL.008) and Aerial Spraying rating (Crop dusting) which is not represented in Part-FCL.

- f. Area of validity

JAR-FCL compliant licenses were valid through most of Europe, depending on bilateral agreements, and as ICAO compliant licenses recognized worldwide. National licenses were usually restricted to operation in Germany. ICAO based licenses, issued before 2003, were also recognized worldwide.

#### 4. Differences in national requirements and Part-FCL requirements

Major differences in national requirements and Part-FCL requirements do not exist. National training requirements exceeded or equaled Part-FCL requirements.

- a. The national subdivision of balloon classes differs from Part-FCL. Since national training requirements exceeded Part-FCL requirements the difference in balloon size

is not considered as relevant and licenses will be transferred accordingly into Part-FCL classes (i.e. German Class 1 into Part-FCL class FCL.225.B letter b) 2 i.),

- b. Towing Rating in Germany was divided by the type of towing cable pick-up (i.e. aerial or ground pick-up) as well as towed equipment (aircraft or banner). Rating will be transferred with the same limitation as for national license holders except the type of cable pick-up will no longer be represented in the rating.

## 5. Conversion method

- a. Germany has chosen the full opt-out option and, as notified to the European commission, will use the time up to 8<sup>th</sup> April 2015 for some types of licenses. Germany will neither apply Part-FCL, nor Part-Med or Art 4 clause 6 until 8<sup>th</sup> April 2013;  
Germany will not apply Part-CC, Part-ARA and Part-ORA until 8<sup>th</sup> April 2013;  
Germany will not apply Art 12 clause 3,4 and 6 until 8<sup>th</sup> April 2014;  
Germany will not apply Art 12 clause 2 and 5 until 8<sup>th</sup> April 2015.
- b. Germany will adapt national law until 8<sup>th</sup> April 2013 to start conversion of licenses at that point. Some licenses will be introduced or converted at a later date according to the applied opt-out.
- c. Conversion of registered training organizations (JAR-FCL) into approved training organizations (ATO) will start on 8<sup>th</sup> April 2013. However Germany intends to also use the Opt-out possibilities in Regulation (EU) 290/2012.
- d. Up to 8<sup>th</sup> April 2018 there will still be license holders carrying old national or JAR-FCL compliant licenses, which are valid up to that point. New licenses or renewal of existing licenses will be according to Part-FCL regulations and start at the given dates.
- e. Working groups with the Federal States, the LBA and the Registered Organizations, which commenced their work in December 2011, are continuing today to ensure information of all stake holders and integration into the legislative process. The responsibility of the process of conversion and organization of the standardization and oversight process lies with the Ministry of Traffic, Building and Urban Development in conjunction with the counterparts in the Federal States.

## 6. Annex II Aircraft

Germany will recognize flying hours achieved on aircraft listed in Annex II of Regulation (EC) No. 216/2008, except letters e, f, g, i and j (nationally licensed aircraft), as flying hours toward the recency requirements of the respective license. Flying hours achieved by Instructors or Flight Examiners will be counted towards their recency requirements and, if applicable by aircraft type, Annex II aircraft can be used for flight instruction and flying hours will be recognized accordingly. The entry into a class rating, if required, will either be according to the aircraft class (i.e. SEP) or if a type rating is required will be added on a separate sheet for the license holder.