



CIVIL AVIATION ADVISORY PUBLICATION

CAAP 4 LICENSING

(Revised 1 July 2011)

INFORMATION AND POLICY REGARDING GCAA LICENCES AND RATINGS

1. PURPOSE

This Civil Aviation Advisory Publication (CAAP) provides information and GCAA policy regarding flight crew and cabin crew licensing. This CAAP also explains the schedule of fees.

2. STATUS OF THIS CAAP

This is revision 6 of CAAP 4, LICENSING and is dated 1 July 2011. It will remain current until withdrawn or superseded. This revision clarifies the eligibility for pilots to obtain UAE pilot's licenses and additional ratings at UAE GCAA approved Aviation Training Organizations (ATO's).

3. APPLICABILITY

This CAAP applies to all UAE operators and holders of flight and cabin crew licences. This CAAP also applies to applicants, who graduate from an approved UAE civil or military flying school, and to holders of a foreign licence seeking reciprocal recognition. Holders of Air Traffic Controller licences should refer to CAR Part VIII and holders of Aircraft Maintenance Engineer licences should refer to CAAP 28.

REVISION HIGHLIGHTS

Revision No.	Effective Pages/para	Brief Description
06/11	Page 1, para 2	Eligibility for pilots to obtain UAE Pilot licence
06/11	Par 4, para 7.2	Eligibility

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5. REFERENCES

The licensing policy in this CAAP was based on reference documentation in existence and authorized in Ministry of Communications and DGCA policy letters, as incorporated into the GCAA-Licensing Department Manual.

6. LICENSE

The licence is made of credit card size PVC plastic and prepared using a specific computer software programme. The holder's photograph is scanned into the programme. There is a facility to permit renewal and rating addition applications to be processed electronically. In addition the licence includes the Radio Telephone Operator's licence for flight crew. It remains a requirement to carry a valid Medical Certificate whenever exercising the privileges of the licence. The licence includes the following features:

(a) Front Side

- Licence type and number
- Name
- Date of Birth
- Nationality
- Date of Issue
- Expiry Date
- GCAA Authority
- Photograph (scanned)

(b) Rear side

- Ratings (refer to paragraph 9)
- Remarks (includes waivers and limitations, English Language Proficiency (ELP) etc.)
- Address
- Holder's Signature
- Inclusion of Radio Telephony (R/T) licence for flight crew

7. LICENSING POLICY

The following policy applies only to flight and cabin crew licences processed and controlled by the GCAA Licensing Department.

7.1 Regulation.

A person shall not act as a Pilot, Flight Engineer or Cabin Crew member without a valid, current and appropriate UAE licence, or, in the case of flight crew members only, a foreign licence rendered valid by the GCAA. Licence holders cannot exercise the privileges of their licence if that licence has not been renewed prior to the expiry date or if their applicable Medical Certificate is no longer valid.

7.2 Eligibility.

A UAE Commercial Pilots License (CPL) or Airline Transport Pilots License (ATPL) is issued only to persons who are employed by an Operator or organization, which operates UAE registered aircraft. The only exception to this is for pilots who conduct an approved course of training at an approved UAE Aviation training organization. Additionally, these individuals may retain their currency provided they do not exercise the privileges of the license within the UAE without complying with all UAE visa requirements. Private Pilot Licence privileges can be issued without restriction.

7.3 Issue.

A licence shall only be issued when the following conditions are met;

- (a) The applicant has successfully passed the appropriate examinations conducted by the GCAA or from a recognized Authority/Training Organization acceptable to the GCAA.
- (b) The applicant meets the UAE aeronautical and/or experience requirements for the category of licence.
- (c) The applicant meets the minimum and maximum age requirements for the initial issue of appropriate licence. These are:

		MIN	MAX
Private Pilot	-	17 years	65 years
Commercial Pilot	-	18 years	65 years
Multi Crew Pilot	-	18 years	65 years
Air Transport Pilot	-	21 years	65 years
Flight Engineer	-	18 years	65 years
Cabin Crew	-	18 years	65 years

Note: CPL, MPL and ATPL Pilot licences may be renewed to age 65 with limitations (refer paragraph 7.11). Licence applicants are also required to meet all other UAE Governmental Laws (e.g. Visa, Medical, etc.).

- (d) An applicant for a flight or cabin crew licence has successfully completed the required UAE Medical Assessment by a GCAA approved Designated Medical Examiner.
- (e) The applicant must provide a letter of recommendation from the Operator or organization for all licenses (refer paragraph 7.2.).
- (f) An applicant for a flight or cabin crew licence has passed a UAE proficiency check to the standard of the licence by an approved Flight Instructor, Cabin Crew Instructor, Flight Examiner, Type Rating Instructor or GCAA Inspector as appropriate.
- (g) The applicant holds an acceptable valid foreign licence, with an appropriate valid medical certificate, for which reciprocal recognition applies.
- (h) Except for as noted above, all applicants for a GCAA license will hold a resident visa/visa or shall be a UAE National. In all cases, the candidates shall meet all the other government formalities.
- (i) The initial application must be accompanied by one passport size (minimum of 3.0 x 3.5 cm) colour photograph with white background.
- (j) As of 05th March 2008, applicants shall meet the applicable requirements of CAR-OPS 1, CAR-OPS 3 and CAR Part II relating to English Language Proficiency.

7.4 Renewal.

A licence may be renewed at up to 60 days prior to the expiry date when the following conditions are met:

- (a) The application (Applicable GCAA Licensing Form), or approved electronic equivalent, is completed and authorized by the organization's management or a flying school (for non-employed licence holders).
- (b) The applicant maintains the appropriate Medical Assessment for the category of licence.
- (c) The applicant does not exceed the maximum age limitation.
- (d) The applicant holds the following experience requirements;
 - (i) Flight crew - a current Proficiency Check (VFR, instrument, F/E, balloon)

Note: Only pilots of balloons, capable of free flight, require a pilot licence.

- (ii) Cabin crew - a current SEP
- (e) Payment of the renewal fee.

7.5 Lapsed.

A flight or cabin crew licence, which has expired for less than 60 days, may be renewed for 8 years as above. The validity commences from the day following the expiry date. For licences, which have expired for more than 60 days, validity commences from the date of processing. The GCAA may require additional information from the individual and the operator for whom they work when applying for the renewal of a lapsed licence.

7.6 Expired.

A United Arab Emirates licence, which has expired for more than 2 years, must be re-issued for 8 years with the validity commencing from the date the licence is processed. To be re-issued, the applicant must meet the requirements of paragraphs 7.4 & 7.5 and pilots shall pass the GCAA Air Law written examination.

7.7 Lost/Stolen Licence.

Application for the replacement of a lost or damaged licence should be made to the nearest GCAA office using GCAA Licence Form 01, or an approved electronic equivalent together with a Police report and a letter of request from the operator concerned. A replacement licence will be issued, which shall appear exactly the same as the original licence, except that the validity will be 8 years from the date of processing. Payment of the appropriate fee is required.

7.8 Authority to Fly.

As a necessity to enable crew members to legally return to the UAE as a valid crew member having misplaced their licence (or if stolen or destroyed) while on duty, a procedure to ensure all training and licensing aspects are current and valid has been established. Upon notification from the captain of a crew away from base, or station manager at a destination airport, that a member of the crew has lost his/her licence, an authority to act as a crew member returning to the UAE may be actioned by the GCAA after checking the licence holder's file and this authority will be faxed to the operator or licence holder.

- (a) The appropriate GCAA approved Post-holder shall complete a Temporary Licence Authority and send it to the captain or the crew member involved, as well as the GCAA.
- (b) Should any aspect of licensing, training, medical or recency indicate that said crew member has not met all requirements to hold a valid UAE licence, no authorization to operate as a required crew member shall be granted.
- (c) The affected crew member must have in their personal possession a copy of the authorization before departure from the destination airport en route to the UAE.
- (d) Upon arrival in the UAE, the authorization is void and shall not be utilised as a valid licence to roster that crew member on further flight duties until such time as a replacement licence is obtained. Application for replacement licence shall include the submission of GCAA LIC Form 1 completed by the crew member.

7.9 Replacement of Licence.

A replacement licence will be issued for the prescribed fee, for lost licences or any change in licence information. The previous license must be returned to the UAE with the application for the new license. In all cases of licence replacement, the licence will be issued for a period of 8 years from the date of processing, provided supporting documentation is in order.

7.10 Upgrade of Pilot Licence.

An application for upgrade from an aeroplane or helicopter UAE PPL to CPL or CPL to ATPL can be processed in the normal manner described in paragraph 7.3 provided the applicant has undergone the applicable UAE written tests. A graduate, regardless of nationality, who has conducted flying training at a GCAA approved flying training facility, is eligible for recognition of frozen ATPL subjects. These graduates may be issued with a UAE ATPL once they meet the experience requirements and either obtain a foreign ATPL or successfully pass the GCAA ATPL flight test in a simulator or aircraft from an authorised Flight Examiner, Type Rating Examiner or a GCAA Inspector. The upgraded licence will be issued with the same ratings, which appeared on the previous licence (except the instrument rating on an ATPL, which is part of the licence). The licence number remains the same.

7.11 License Holders Over the Age of 60

The following curtailment of privileges of pilot licence holders aged 60 years or more apply with immediate effect:

- (a) Age 60-64. The holder of a pilot licence who has attained the age of 60 years shall not act as a pilot of an aircraft engaged in commercial air transport operations except;
 - (i) As a member of a multi-pilot crew; and
 - (ii) Such holder is the only pilot in the flight crew who has attained age 60.

- (b) Age 65. The holder of a pilot licence who has attained the age of 65 years shall not act as a pilot of an aircraft engaged in commercial air transport operations. Unless otherwise specified by the Authority, the holder of a pilot licence who has attained the age of 65 years shall not act as a pilot of an aircraft engaged in private operations.

7.12 Carriage of Licence.

The holder of a U.A.E licence must carry that licence whenever exercising the privileges of that licence. Pilots and F/Es on UAE domestic operations, and all cabin crew on domestic and international operations, may be permitted to utilise a licence copy, or approved system, if their licence is in the possession of the GCAA. The licence must be presented upon request from an authorized GCAA Inspector or representative of a foreign authority. Should a flight or cabin crew member lose their licence whilst away from the UAE, the licence holder may continue on the flight(s) provided they are in possession of an Authority to Fly issued by the GCAA (refer paragraph 7.7 for further information).

7.13 Licence Numbering.

All licences are issued in a consecutive numbering system. Pilots who upgrade their licence will retain their number, although those pilots who hold both Aeroplane and Helicopter (or Balloon) licences will be issued different licence numbers. Any licence holder who applies for re-issuance of a lapsed or expired licence will retain their original licence number.

7.14 Validity.

A licence will remain valid until UAE midnight of the date stated on the licence or to the expiry date of the applicable Medical Assessment, whichever comes first. The maximum period of validity for all licences is 8 years from the date of issue.

7.14 Illegal Entries on Licence.

Any person found to have made an illegal entry or intentionally defaced a licence may have action taken by the GCAA. Action could involve a suspension, where the entry was to alter or add information to the benefit of the licence holder. A holder of a falsified licence is subject to criminal proceedings.

7.15 Crediting of Flight Time.

Flight time for licence purposes must be obtained in certified aeroplanes or helicopters and recreational aircraft flying (micro/ultralight, gyrocopter etc) cannot be credited. In addition, the crediting of flight time for co-pilot when applying for ATPL is as follows;

- (a) Entitled to be credited in full with all solo, dual instruction and pilot in command flight time towards the total flight time required for ATPL and;
- (b) When acting as a co-pilot of an aircraft required to be operated with a co-pilot shall be entitled to be credited with not more than 50 percent of the co-pilot flight time towards the total flight time for the ATPL and;
- (c) When acting as a co-pilot performing under the supervision of the pilot in command shall be entitled to be credited in full with this flight time towards the total flight time required for the ATPL.

7.16 Release of Information.

It is the policy of the GCAA not to release specific information regarding licence holders to the general public, although the Director General may authorize the release of personal particulars upon written request from appropriate organizations. Requests for details involving a medical examination of a licence holder cannot be released unless under legal process or for authorized insurance purposes. Any other request for medical information must be referred to the appropriate Medical Examiner.

8. RATINGS AND SPECIAL QUALIFICATION POLICY.

8.1 Aircraft Type Designation.

All group single engine and multi engine aeroplanes, turbo-jet and aeroplanes above 5700 kg, helicopters, and GCAA specified aircraft, will be added to a licence in accordance with ICAO Doc 8643 and paragraph 9.2. Balloon ratings will comply with paragraph 9.1 (c).

8.2 Co-pilot Type rating.

The type rating for holders of a PPL or CPL is exactly the same for Captain and co-pilot. However, for co-pilots holding an ATPL who require a type rating on an aircraft requiring two pilots, the type rating shall have "(P2)" written directly after the rating; e.g.: B777(P2).

8.3 Addition of Aircraft Type Rating.

Only those aircraft types on the UAE register may be entered on the licence and the application must be accompanied with a valid Pilot or F/E Proficiency Check (or S.E.P for cabin crew). Proficiency checks must be conducted by a GCAA Inspector or an approved UAE Examiner.

8.4 Validity.

With the following exceptions, all other ratings remain valid indefinitely, unless revoked. An Instrument Rating remains valid for a period of 12 calendar months and Instructor Ratings are valid for 3 years.

8.5 Tests.

Any flight test for the addition of a rating will be conducted in accordance with the GCAA Flight test standards on the type of aircraft, simulator or equipment normally operated by the candidate.

8.6 Flying with a Restricted Type Rating.

An authority to fly from the GCAA is required to permit UAE licence holders to fly for up to 90 days, as a crew member of an aircraft without holding the required unrestricted type rating. This is a normal situation and is usually required for the training of pilots so that they can meet the regulatory requirements for the addition of a new type rating to a licence.

8.7 Instrument Rating.

For pilots involved in charter and airline operations, an Instrument PPC must be conducted on each aircraft type operated, although this requirement may be varied for similar types such as A330/A340, A310/A300 or Bell 212/412. For all other operations the instrument PPC should be conducted on the largest aircraft type (by weight) normally operated by the candidate, regardless of whether operating in command or as co-pilot.

8.8 CATII/III & ILS Qualifications.

A CAT II/CAT III qualification is issued only after a pilot has completed the GCAA approved training course and passed a PPC, which includes All Weather Operation simulator exercises, conducted by a Type Rating Examiner or GCAA Inspector.

8.9 Instructor Rating.

All applicants for a UAE Instructor Rating must hold a minimum of a UAE CPL and meet the requirements set forth in UAE CAAP 26, Instructors. Foreign licence holders, who hold a valid current instructor rating from an ICAO contracting state, must meet the above listed requirements in order for the GCAA to consider the addition of a Flight Instructor rating to their UAE CPL/ATPL Licence. In addition an applicant will be required to complete a written test and successfully pass a flight test with an approved GCAA Flight Examiner or GCAA Inspector.

8.10 ETOPS Qualification.

This qualification refers to extended range twin engine operations over water or over isolated land areas, and is only available after the pilot has completed the approved course on an aircraft, which is ETOPS, certified. This qualification shall be reflected in the operators' initial and revalidation certificate.

8.11 Command Upgrade.

A "(P2)" rating on a license can be deleted once the holder meets the requirements and passes all required tests to hold a command rating on a specific aircraft.

9. RATINGS

9.1 General.

The following ratings, in addition to specific aircraft type ratings as described in ICAO Doc 8643, can be included on a UAE licence;

- (a) Pilot Licence – Aeroplane
 - (i) Aircraft type
 - (ii) Instrument
 - (iii) Flight Instructor

- (b) Pilot Licence – Helicopter
 - (i) Aircraft type
 - (ii) Instrument
 - (iii) Flight Instructor

- (c) Pilot Licence – Balloons
 - (i) Hot Air
 - (ii) Gas Filled
 - (iii) Pressurized
 - (iv) Combination Gas/Hot Air
 - (v) Balloon group rating with an envelope capacity:
 - i. Group A - not exceeding 3000 cubic metres (105,600 cubic feet) volume.
 - ii. Group B - exceeding 3000 cubic metres (316,800 cubic feet) but not exceeding 9000 cubic metres.
 - iii. Group C - exceeding 9000 cubic metres

- (d) Flight Engineer and Flight Cabin Attendant Licence
 - (i) Aircraft type

9.2 Aircraft Class & Type Ratings.

9.2.1 Class Ratings.

The following applies to pilots only.

- S/E LAND
- S/E SEA
- M/E LAND
- M/E SEA

9.2.2 Type Ratings.

The following applies to flight and cabin crew. The following type ratings apply to all models of aeroplanes and helicopters currently on the EASA register. Aircraft currently on the GCAA register are included in this list. The holder of an ATPL who holds commercial (co-pilot) privileges on a particular aircraft type will have “(P2)” placed after the aircraft type rating.

1. Class Rating – Single pilot - Single/multi- engine piston aeroplane (land/sea)

1 Manufacturer	2 Aeroplanes	3	4 Licence Endorsement
All manufacturers	Single-engine piston (land)	(D)	SEP (land)
	Single-engine piston (land) with Variable pitch propellers (VP)		
	Single-engine piston(land) with Retractable undercarriage (RU)		
	Single-engine piston (land) with Turbo/super charged engines (T)		
	Single-engine piston (land) with Cabin pressurisation (P)		
	Single-engine piston (land) with Tail Wheels (TW)		
	Single-engine piston (land) with Electronic Flight Instrument System (EFIS)		
	Single-engine piston (land) with single lever power control (SLPC)		
	Single-engine piston (sea)	(D)	SEP (sea)
	Single-engine piston (sea) with Variable pitch propellers (VP)		
	Single-engine piston (sea) with Turbo/super charged engines(T)		
	Single-engine piston (sea) with Cabin pressurisation (P)		
	Single-engine piston (sea) with Electronic Flight Instrument System (EFIS)		
	Single-engine piston (sea) with Single lever power control(SLPC)		
All manufacturers	Multi-engine piston (land)	(D)	MEP (land)
	Multi-engine piston (sea)	(D)	MEP (sea)

2. Class Rating – Single pilot - Single-engine turboprop aeroplane (land)

1 Manufacturer	2 Aeroplanes	3	4 Licence Endorsement
Air Tractor	AT-802/A	(HPA)	AT-802
Aero Vodochody a.s.	Ae 270	(HPA)	Aero Vodochody SET
CessnaSET	206 A/T Soloy 207 A/T Soloy 208	(D)	CessnaSET
De Havilland (AirTech canada) (Bombardier)	DHC-3Turbo-Otter		DHC3
	DHC-2Turbo-Beaver		DHC2
Gulfstream	Am.G-164D		GulfstreamSET
Pacific Aerospace Corporation	PAC750XL		PAC750XL
Pilatus	PC-7		Pilatus PC7
Rhein Flugzeugbau	FT 600		Rhein Flugzeugbau SET
Snow/Rockwell/Ayres	S2R turbo thrush		Snow/Ayres SET

1 Manufacturer	2 Aeroplanes		3	4 Licence Endorsement
	Model	Name		
EADS Socata		TBM 700-A (TBM 700)	(HPA)	TBM
		TBM 700-B (TBM 700)		
		TBM 700-C1 (TBM 700)		
		TBM 700-C2 (TBM 700)		
		TBM 700-N (TBM 850)		
Pilatus	PC-6	(manual stabiliser trim)	(D)	Pilatus PC6
		(electrical stabiliser trim)		

3. Type Rating – Single pilot - Single-engine

1 Manufacturer	2 Aeroplanes	3	4 Licence Endorsement
Pilatus	PC-7 MkII	(HPA)	PC9/PC7MkII
	PC-9		
	PC-9 (M)		
Piper	PC-12 series	(HPA)	PC12
	PA-46-310P (Malibu)	(HPA)	
	PA-46-350P (Malibu Mirage)	(D)	
Jetprop LLC Piper	PA-46-500TP (Malibu Meridian)		PA46
	PA-46 Jetprop DLX	(HPA)	
Walter Extra	Extra 400	(HPA)	Extra400

4. Type Rating – Single pilot - Multi-engine turboprop (land)

1 Manufacturer	2 Aeroplanes	3	4 Licence Endorsement
Asta GAF	Nomad -22B -24A		AstaMET
Beechcraft	90 series	(HPA) (D)	BE90/99/100/200
	99 series		
	100 series		
	200 series		
	300 series		
	1900 series	(HPA) (D)	BE300/1900
Cessna/ Reims Aviation	F406	(HPA)	C406/425
	425		
	441	(HPA)	C441
De Havilland - Canada (Bombardier)	DHC6 series		DHC6
Dornier	DO 128-6		D128
	DO 228 series		D228
	DO 28-G92		D28-G92
Embraer	Bandeirante EMB 110		EMB110
Grumman	Tracker S2FT		S2FT
Mitsubishi	MU 2B series	(HPA)	MU2B
Piaggio	P166		Piaggio 166
	P180	(HPA)	Piaggio 180
Pilatus Britten	BN2T Turbine Islander	(D)	BN2T
	BN2T - 4R MSSA		
	BN2T - 4S Defender		
Piper	PA31 series Cheyenne I/II	(HPA)	PA31/42
	PA42 series Cheyenne III	(D)	
Rockwell	AC 680T	(HPA)	Rockwell MET
	AC 690 series		
	AC 900 series		
Short (Bombardier)	SC75Skyvan		SC75Skyvan

1 Manufacturer	2 Aeroplanes	3	4 Licence Endorsement
Swearingen/Fairchild	226 T	(HPA) (D)	SA226/227
	226 T(B)		
	226 AT		
	226 TC		
	227 TT		
	227 AC		
	227 AT		
227 BC			

5. Type Rating – Single pilot - Multi-engine turboprop (sea)

1 Manufacturer	2 Aeroplanes	3	4 Licence Endorsement
<i>Not applicable to date</i>			

6.Type Rating – Single pilot - Multi-engine turbo-jet (land)

1 Manufacturer	2 Aeroplanes		3	4 Licence Endorsement
	Model	Name		
Cessna	525	CJ	(HPA) (D)	C525
	525	CJ1		
	525A	CJ2		
	525	CJ1 Plus		
	525A 525B	CJ2 Plus CJ3		
Embraer	510	Citation Mustang	(HPA)	C510
Eclipse Aerospace		Phenom 100	(HPA)	EMB-500
		Eclipse 500	(HPA)	EAS00

1 Manufacturer	2 Aeroplanes	3	4 Licence Endorsement
Aérospatiale	MS 760 Paris	(HPA)	S760
Beechcraft raytheon	RA-390	(HPA)	RA390
Cessna	C501/500SP*	(HPA)	C501/551
	C551/550SP*	(D)	

7.Type Rating – Multi Pilot

1 Manufacturer	2 Aeroplanes		3	4 Licence Endorsement
	Model	Name		
Airbus		A318 - 100 series A319 - 100 series A320 - 100 series - 200 series A321 - 100 series - 200 series		A320
		A330 - 300 series - 200 series		A330
		A340 - 200 series - 300 series - 500 series - 600 series		A340
		A380 - 800 series		A380
ATR		ATR 42 (not PEC*Equipped) ATR 42 (PEC*Equipped) ATR 72 (not PEC* Equipped) ATR 72 (PEC* Equipped) <small>*Propeller Electronic Control</small>	(D)	ATR42/72
		B737 - 300 series - 400 series - 500 series - 600 series - 700 series - 800 series - 900 series	(D)	B737 300-900
Boeing		B757 - 200 series - 300 series	(D)	B757/767
		B767 - 200 series - 300 series		
		B767-400 ER 1		
		B777 - 200 series - 300 series B777F		B777
Bombardier	1 The differences training course is valid from the B757/767 "classic" to the B767-400ER for crew			
	BD700-1A10 BD700-1A11	Global Express Global Express 5000		BD700

Type Rating – Multi Pilot (Continued)

1 Manufacturer	2 Aeroplanes		3	4 Licence Endorsement
	Model	Name		
Canadair (Bombardier)	BD-100-1A10	Challenger 300	(D)	CL30
	CL600-2B16	(Challenger) CL 604 CL605		CL604/605
	CL600-2B19	(CL 65 Regional Jet series) CRJ -100 -200 -440 -Challenger 850	(D)	CRJ100
	CL600-2C10	-700 -701 -702		
	CL600-2D15 CL600-2D24	-705 -900		
Cessna		C560XL C560XLS C560XLS+	(D)	C560XL/XLS
		C680 Sovereign		C680
	560 Encore		(D) 2	C500/550/560
	560 Encore+			
2 The differences training course is valid from the Cessna 560 Encore to the Cessna 560 Encore+ for				
Dassault		Falcon 900 EX EASy Falcon 900 DX	(D)	Falcon900EX EASy
		Falcon 2000		Falcon2000/2000EX
		Falcon 2000 EX 3 Falcon 2000 EX EASy Falcon 2000 DX Falcon 2000 LX		Falcon2000EX EASy
		Falcon 7X		Falcon 7X
3 The differences training course is valid from the Falcon 2000 to the Falcon 2000EX for crew members				
De Havilland - Canada (Bombardier)		DHC8-100 series -200 series -300 series	(D)	DHCB
		DHC8-400 series		
Embraer	ERJ 170-100	Embraer 170		EMB170
	ERJ 170-200	Embraer 175		
	ERJ 190-100	Embraer 190		
	ERJ 190-200	Embraer 195		

1 Manufacturer	2 Aeroplanes		3	4 Licence Endorsement
	Model	Name		
Grumman Gulfstream	Gulfstream 1159C	Gulfstream IV	(D)	Gulfstream IV
	Gulfstream IV SP	G300/G400		
	Gulfstream IV-X	G350/G450		
	Gulfstream V			
	Gulfstream V-SP	G500/G550		
Gulfstream Aerospace LP (GALP)	Gulfstream G150	G150		G150
	Gulfstream G200	G200		G200
Hawker Siddley Bae Raytheon Hawker Beechcraft	Hawker 125 Series	Hawker 800XP Proline 21	(D)	HS125
		Hawker 750 Proline 21		
		Hawker 900 XP Proline 21 and JFS 5000 5		
		Hawker 850 XP Proline 21 and JFS 5000 5		
5 The (D) is valid when the aeroplanes are equipped with an EFB software package. When the software is not installed -levelB- training is sufficient.				
Learjet (Bombardier)	Model 60	Learjet-60 series	(D)	Learjet60
	LJ 60XR	Learjet-60 XR		

Type Rating – Multi Pilot (Continued)

1 Manufacturer	2 Aeroplanes	3	4 Licence Endorsement
Aerospatiale/Sud Aviation	SN601 Corvette		SN601
	SE 210 III IIIR VIN	(D)	SE210/1083/11/12
	SE 10B3		
	SE 11		
	SE 12		
Aerospatiale/Nord Aviation	Nordatlas 2501		ND25
	C160 P Transall		ND16
	260 A Nord		ND26
	262 A-B-C Nord		
Aero Spaceline	377 SGTF Super Guppy		SuperGuppy
Airbus	A300-B1 -B2 series -B4 series -C4-200 series -F4-200 series		A300
	A300-FFCC		A300FFCC
	A310 -200 series -300 series		A310/300-600
	A300 - B4 600 series - C4 600 series - F4 600 series		
	A300-600ST/Beluga		A300-600ST
Alenia	C27J		C27J
Mitsubishi/Beech/ Raytheon	Beechjet 400 series MU 300		Beech400/MU300
Boeing	B707 -100 series -300 series	(D)	B707/720
	B720		
	B717 series		B717
	B727-100 series -200 series		B727
	B737-100 series -200 series		B737 100-200
	B747 -100 series -200 series -300 series	(D)	B747 100-300
	B747-SP		
	B747-400 series		

Type Rating – Multi Pilot (Continued)

1 Manufacturer	2 Aeroplanes	3	4 Licence Endorsement
British Aerospace/ AVRO	ATP Jetstream 61		Bae/ATP/Jetsream 61
	AVRO RJ series 146 -100 series -200 series -300 series		AVRORJ/Bae146
British Aerospace/ AVRO	BAC 1-11 -200 series -400 series -500 series		BAC1-11
Hawker Siddeley/ Bae/Raytheon	HS125 series	(D)	HS125
	Bae 125-800 series -1000 series		HS748
Hawker Siddeley/Bae	Jetstream 3100 series 3200 series		Jetstream31/32
Bae/Avro	Jetstream 41		Jetstream41
Canadair (Bombardier)	CL 215		CL215
	CL 215T		CL 215T
	CL 415		CL 415
	(Challenger series) CL 600 CL 601-1A CL 601-3A		CL600/601
Casa	C212 series		C212
	CN-235		CN235
Cessna	C650 Citation III Citation VI Citation VII		C650
	C750 Citation X		C750
	C 500	(D)	C500/550/560
	C550		
	CS 550		
	CS 550 Bravo		
C 560 Encore	4		
4 See table 8			
Consolidated Vultee Aircraft	CV 240-4	(D)	CV240/340/440
	CV 340 CV 440		
	CV 580		CV580
	Dassault	Falcon 10	(D)
Falcon 100			
Falcon 20 series		(D)	Falcon 20/200
Falcon 200			
Falcon 50			
Falcon 900		(D)	Falcon 50/900
Falcon 900 EX			
De Havilland - Canada (Bombardier)	DHC7		DHC7
Domier	DO 328-100		DO 328-100
	DO 328-300		DO 328-300

Type Rating – Multi Pilot (Continued)

1 Manufacturer	2 Aeroplanes	3	4 Licence Endorsement
Mac Donnel-Douglass	Douglas A-26B		DCA26
	Douglas -3A-S1C3G		DC3
	DC4		DC4
	DC6 series		DC6
	DC7C		DC7
Mac Donnel-Douglass/Boeing	DC8-33 -50, 60, 70 series		DC8
	DC9 10-50 series		DC9 10-50
	DC9 80 series	(D)	DC9 80/MD88/MD90
	MD 88 series		
	MD 90 series		
	DC 10 series		
MD 11		MD 11	
Embraer	EMB 120 Brasilia		EMB 120
	EMB - 145 - 135, 145 series		EMB 135/145
Fokker/Fairchild	FH237		F27
	F 27A/F/1 F 27 series		
	F 28 series		F 28
	F 50		F 50
	F70		F70/100
	F100		
Grumman Gulfstream	Grumman G-159		GulfstreamI
	Grumman G-1159	(D)	GulfstreamII/III
	Grumman G-1159A		
Handley Page	Herald series		Herald
Israel Aircraft Industry	IAI -1121 Jetcommander -1123 Commodore Jet -1124 Westwind		IAI1121/23/24
	IAI -1125 Astra		IAI1125
Junkers	Junkers 52		JU52
Lockheed	L188 Electra series A	(D)	L188 Electra
	L188 Electra series C		
	L382 G (C 130)		Hercules
	L1011 series		L1011
	L1329		Jetstar
	L1049 Constellation Series		L1049
Learjet (Bombardier)	Learjet-20 series -30 series	(D)	Learjet20/30
	Learjet-45 series		Learjet45
	Learjet-55 series		Learjet55
Leteckee	L410 UVP		LetL410
MBB	HFB 320		HFB320
	VFW 614		VFW-614
PT Industry	IPTN CN 235-110		IPTN CN 235
Rockwell International	NA-265 series		NA265
Saab	SAAB 5F340 series		SAAB340
	SAAB 2000		SAAB2000

1 Manufacturer	2 Aeroplanes	3	4 Licence Endorsement
Short Brothers (Bombardier)	SD3 - 30 - 60	(D)	SD3-30/60
	SC5 Belfast		Belfast
Vickers-Armstrong	Vanguard		Vanguard
	Viscount		Viscount

8. Type Rating – Helicopter

1 Manufacturer	2 Helicopter	3	4 Licence Endorsement
Agusta			
-ME Turbine-	AB139/AW139		A139
Bell Helicopter			
- SE-Turbine -	Bell 206 L Bell 206 L-1 Bell 206 L-3 Bell 206 L-4	(D)	Bell206
	Bell 407		Bell407
Eurocopter			
- SE Turbine-	AS 350 B3		AS 350
- ME Turbine-	AS 355 E	(D)	AS355
	AS 355 F		
	AS 355 F 1		
	AS 355 F 2		
	AS 355 N		
	AS 355 NP		
Sikorsky			
- ME Turbine -	S-92 A		SK92
Hélicoptères Guimbal			
-SE Piston-	Cabri G2		Cabri G2

1 Manufacturer	2 Helicopter	3	4 Licence Endorsement
Agusta			
-SE Turbine -	A 119 KOALA		A119
- ME Turbine -	A 109 A	(D)	A109
	A 109 A II		
	A 109 C		
	A 109 K2		
	A 109 E		
	A 109 LUH		
	A 109 S		
Agusta-Bell			
- SE Piston -	Agusta Bell 47G-2 Agusta Bell 47G-2A-1 Agusta Bell 47G-3B-1 Agusta Bell 47G-4 Agusta Bell 47G-4A Agusta Bell 47J Agusta Bell 47J-2 Agusta Bell 47J-3		Bell47
- SE Turbine -	Augusta Bell 206 A Augusta Bell 206 B	(D)	Bell206
	Augusta Bell 206 L	(D)	Bell204/205/UH-1D
	Augusta Bell 204 Augusta Bell 205		
- ME Turbine -	Agusta Bell 212	(D)	Bell212/412
	Agusta Bell 412		
	Aqusta Bell 412 SP		
Agusta Sikorsky			
- ME Turbine -	Agusta S-61 N 1		SK-61

Type Rating – Helicopter (Continued)

1 Manufacturer	2 Helicopter	3	4 Licence Endorsement
Bell Helicopters			
- SE Piston -	Bell 47 D Bell 47 G Bell 47 G-1 Bell 47 G-2 Bell 47 G-3 B-1 Bell 47 G-4 Bell 47 G-4A Bell 47 G-5 Bell 47 H-1 Bell 47 J Bell 47 J-2 Bell 47 J-2 A		Bell47
- SE Turbine -	Bell 47 T		Bell47T
	Bell 47 TA		
	Bell 204		
	Bell 205 A-1	(D)	Bell204/205/UH-1D
	Bell UH-1D		
	Bell UH-1H		
	Bell 206 A		
	Bell 206 B		
	Bell 206 B 2		
	Bell 206 B 3	(D)	Bell206
Bell 206 L			
Bell 206 L-1			
Bell 206 L-3			
Bell 206 L-4			
Bell 407			Bell407
Bell 214 B			Bell214
Bell 214 B 1			

Type Rating – Helicopter (Continued)

1 Manufacturer	2 Helicopter	3	4 Licence Endorsement
Bell Helicopters (continued)			
- ME Turbine -	Bell 206 LT Twinranger		Bell206LT
	Bell 212	(D)	Bell212/412
	Bell 412		
	Bell 412 SP		
	Bell 412 HP		
	Bell 412 EP		
	Bell 214 ST		Bell 214ST
	Bell 222	(D)	Bell222/230/430
	Bell 222 A		
	Bell 222 B		
Bell 222 UT			
Bell 222 SP			
Bell 230			
Bell 430			
Bell 427		Bell427	
Boeing-Vertol			
- ME Turbine -	Boeing 234 LR		BV234
Bristol Aircraft			
- SE Piston -	B-171-B		Bristol171B
Brantley			
- SE Piston -	B-2 B-2 B		BrantleyB2
Breda Nardi			
- SE Piston -	Breda Nardi 269		HU269
- SE Turbine -	Breda Nardi 369 1		HU369/MD500N/600N
	1 Difference training is required to fly McDonnell Douglas MD500N/MD520N/MD600N		
EH Industries			
- ME Turbine -	EH101		EH101

Type Rating – Helicopter (Continued)

1 Manufacturer	2 Helicopter	3	4 Licence Endorsement
Enstrom			
- SE Piston -	F 28 A - D F 28 C 2 F 28 F F 280 C F 280 F F 280 FX F 280 D		ENF28
- SE Turbine -	F 480		ENF480
Erickson Air-Crane Incorporated			
- ME Turbine -	S 64F		S64F
Eurocopter			
	AS 350 B AS 350 B 1 AS 350 B 2 AS 350 D AS 350 B A AS 350 BB AS 350 B 3	(D)	AS350
	EC 130 B 4		EC130B4
	EC 120		EC120
	SA 341 G SA 342 J		SA341/342
- SE Turbine -	SA 3180 SA 318 B SA 318 C SA 3130 SA 313 B		SA318/SE313
	SE 3160 SE 316 B SE 316 C SA 319 B SA 315 B	(D)	SA316/319/315
	SA 360		SA360
	SO 1221		SO1221

Type Rating – Helicopter (Continued)

1 Manufacturer	2 Helicopter	3	4 Licence Endorsement
<i>Eurocopter (continued)</i>			
<i>- ME Turbine -</i>	AS 332 C AS 332 C 1 AS 332 L AS 332 L 1 AS 332 L 2 EC 225 LP	(D)	AS332/EC225
	BO 105 A BO 105 C BO 105 D BO 105 LS A-1 BO 105 LS A-3 BO 105 S BO 105 CBS		BO105
	EC 135 T1 CDS EC 135 P1 CDS EC 135 T1 CPDS EC 135 P1 CPDS EC 135 T2 CPDS EC 135 P2 CPDS	(D)	EC135
	MBB-BK 117 A-1 MBB-BK 117 A-3 MBB-BK 117 A-4 MBB-BK 117 B-1 MBB-BK 117 B-2 MBB-BK 117 C-1 MBB-BK 117 C-2	(D)	BK117

Type Rating – Helicopter (Continued)

1 Manufacturer	2 Helicopter	3	4 Licence Endorsement	
- ME Turbine -	SA 330 F SA 330 G SA 330 J		SA330	
	SA 365 SA 365 C 1 SA 365 C 2 SA 365 C 3	(D)	SA365/AS365	
	SA 365 N SA 365 N 1 SA 365 N 2			
	SA 365 N3			
	EC 155 B/B1			EC155
	Hiller			
	- SE Piston -	UH 12 A UH 12 B UH 12 E		UH12
- SE Turbine -	UH 12 T		UH 12 T	
Hughes/Schweitzer				
- SE Piston -	269 A 269 B 269 C 300 C 300 CB 300 CBi		HU269	
- SE Turbine -	330 SP 333		SC330	
Karman				
- SE Turbine -	Karman K 1200		K1200	
McDonnell Douglas Helicopters				
- SE Turbine -	Hughes 369 D Hughes 369 E Hughes 369 FF Hughes 369 HE Hughes 369 HS MD 500 N (NOTAR) MD 520 N MD 600 N	(D)	HU369/MD500N/600N	
- ME Turbine -	MD 900 MD 902			(D)

Type Rating – Helicopter (Continued)

1 Manufacturer	2 Helicopter	3	4 Licence Endorsement	
Robinson				
- SE Piston -	R 22 R 22 A R 22 B		R22	
	R 44 R 44 Raven R 44 Raven II		R44	
Silvercraft				
- SE Piston -	SV 4		SV4	
Sikorsky				
- SE Piston -	S 55		SK55	
	S 58		SK58	
- SE Turbine -	S 58 T		SK58T	
	S 76 A S 76 A+ S 76 A++	(D)	SK76	
	S 76 B			
	S 76 C S 76 C+ S 76 C++			
	S-61 N S-61 S		SK61	
	Westland			
	- SE Piston -	Westland Bell 47 G3 B-1		Bell47
1 Manufacturer	2 Helicopter	3	4 Licence Endorsement	
Westland Helicopters				
- SE Piston -	Westland S 55 Series 1	(D)	WHS55	
- SE Turbine -	Westland S 55 Series 3			
Ministry of Aviation Industry of Russia				
-ME Piston -	Kamov KA 26 D		KA26D	
- ME Turbine -	Kamov KA 32 A		KA32	
	MIL Mi-8		Mi8	
	MIL Mi 17			
	MIL Mi 171 MIL Mi 172			
P.Z.L Swidnik, Poland				
- ME Turbine -	MIL Mi-2		Mi2	
	PZL KANIA		KANIA	
	PZL W-3	(D)	W-3SOKOL	
	PZL W-3A			

9.3 Additional Ratings.

The following section outlines the additional ratings that may be seen on a UAE licence.

9.3.1 Instrument Rating.

INSTRUMENT

9.3.2 Instructor Rating.

- (i) INSTRUCTOR – FI(A) & FI(H)
- (ii) INSTRUMENT RATING INSTRUCTOR – IRI(A) & IRI(H)
- (iii) TYPE RATING INSTRUCTOR – TRI(A) & TRI(H)
- (iv) CLASS RATING INSTRUCTOR – CRI(A)
- (v) SYNTHETIC FLIGHT INSTRUCTOR – SFI(A) & SFI(H)
- (vi) SYNTHETIC TRAINING INSTRUCTOR – STI(A) & STI(H)
- (vii) MULTI CREW CO-OPERATION INSTRUCTOR – MCCI(A)

10. RECIPROCAL RECOGNITION

10.1 Eligibility.

The holder of a foreign licence may be granted reciprocal recognition of that licence provided:

- (a) The foreign country is an ICAO Contracting State, and
- (b) The applicant meets the requirements of paragraphs 7.3 (a) – (j) (In the case of validations a pilot must possess at least a work authorization for the period of the validation), and
- (c) The licence is current and valid and the medical certificate is also current and valid, and
- (d) The applicant passes the required written examination, and
- (e) Only one foreign licence is used as the basis for recognition, and
- (f) Meet the requirements of CAR-OPS 1, CAR-OPS 3 and CAR Part II relating to English Language Proficiency.

Note: Except for graduates from a GCAA approved training facility, a foreign pilot licence will only be recognized on one occasion for the granting of a UAE pilot licence unless the applicant successfully passes the UAE written examinations (refer to paragraph 7.10)

10.2 Rendering a Foreign Licence Valid (Validations).

To permit a foreign licence holder to exercise the privileges of their licence in the UAE without holding a UAE licence, a foreign licence can be validated by the issuance of a letter of validation. The maximum validity is 90 days, and may be further extended under extenuating circumstances. Organizations requiring a validation for longer than 90 days should apply for a UAE licence. It is the responsibility of the operator and foreign licence holder to ensure the licence, medical, proficiency and recency requirements remain valid. This validation will automatically be cancelled when either of these requirements are no longer met, or if the individual fails to meet the requirements of any other UAE required process (e.g. issuance of work visa, or if the holder fails the Air Law written examination).

The organization requesting for rendering of a foreign licence valid shall be required to ensure that the foreign licence holder appears for the Air Law Exam before applying for a validation certificate. The organization shall further ensure that the pilot is rated and current on the specific aircraft type for which the validation is being sought. Also, the operator shall provide the Ground Technical/Type rating/Transition/Differences Certificate and Skill Test report (aircraft or simulator as applicable).

A request for a validation of a foreign commercial licence will only be accepted upon written application from an aircraft operator. An application for validation shall meet the requirements of paragraph 10.2 of this document and shall include the original valid licence, a valid medical certificate, and original log book or a copy of all pages individually certified by the foreign regulatory authority. The licence must include the rating for the aircraft which the pilot, or F/E, will fly. If the pilot is required to fly as sole pilot in command, the pilot must hold a PPC acceptable to the GCAA.

10.3 Verification of foreign licences & medicals.

To convert a foreign licence to an UAE Licence as per ICAO Annex 1 paragraph 1.2.2.2, the GCAA shall have the verification from the Contracting State confirming the validity of the licence and medical certificate issued by that State including confirmation of any accidents/incidents.

10.4 Radiotelephony Operators Licence.

A Radiotelephony Operators Licence, if separate to the licence, may be recognized if issued by a signatory of the International Telecommunications Union.

10.5 Level of Licence.

Reciprocal recognition will apply only to the level of licence held.

10.6 Foreign Examination Credits.

Applicants who have passed foreign written examinations, but were not issued with the applicable foreign licence, will not be given any exemption from UAE requirements. An applicant for reciprocal recognition must hold valid and current licence.

10.7 Ratings.

Reciprocal recognition of a foreign licence only extends to the type of licence and aircraft type ratings that currently appear on the U.A.E Register and for which a valid UAE proficiency check is submitted. Foreign instrument ratings are not accepted unless applications are accompanied by an appropriate instrument PPC form completed by a GCAA approved Examiner or a GCAA Inspector. Instructor ratings will not be added to a licence until the applicant has passed the instructor rating written examination and a flight test with a GCAA Inspector.

10.8 Upgrade of Licence.

A foreign licence will only be recognized on one occasion for the granting of a UAE licence unless the applicant undergoes the UAE exam Refer also to Licensing Policy paragraph 7.10.

10.9 Temporary Authorizations.

A foreign pilot may apply for a temporary authorization to commence Type Rating training if that pilot does not already hold a type designation on his foreign license for that specific aircraft. However the applicant must meet the requirements of paragraphs 7.3 (a) – (j) and 10.1 (a) – (f).

11. MILITARY/POLICE PILOT RECOGNITION

11.1 Conversion Requirements

UAE Military and police pilots, who have attained and satisfied the criteria for Qualified Military Pilots (QMP), are eligible to apply for the conversion for the following licences and ratings:

- (a) A Commercial Pilot Licence (CPL A/H).
- (b) An aircraft rating in the category and class of aircraft for which he is qualified.
- (c) An instrument rating with the appropriate aircraft rating for which he is qualified; or
- (d) A type rating, if appropriate.

Eligible QMPs should apply for an assessment of flying experience to the Licensing Department, GCAA, PO BOX 30500, Dubai, United Arab Emirates. All applications should be accompanied by:

- (a) Original military/police flying qualification certificates or equivalent documents.
- (b) Flying logbooks.

Note: A rated military pilot, who has been removed from flying status for lack of proficiency, or because of disciplinary action involving aircraft operations, is not eligible for this conversion.

Military and Police pilots from GCC Countries shall also be eligible to apply for a QMP Course in the UAE. They will be required to provide the following details to the GCAA Licensing Department before they can be allowed to join a QMP Course with a GCAA Approved Flying Training Organization in the UAE:

- (a) A certificate from the GCC State Military Authority/Police Authority and/or the State CAA certifying the qualifications of the applicant. Any such letter shall be required to be endorsed by the UAE Embassy in the GCC Country.
- (b) Certification of the flying experience by the foreign Military/Police Authority
- (c) A Certificate from the concerned Military/Police Authority stating their 'No Objection' in case the applicant is a serving military pilot.
- (d) A Certificate from the Military/Police Authority commenting if the applicant was removed from the military service on grounds of a disciplinary action.

The above requirements shall have to be endorsed by the U.A.E. Embassy in the GCC Country.

11.2 Criteria for Benefit under the Qualified Military Pilot Program.

A rated military pilot, who has been on active or non-active flying status within the past 12 months before applying must:

- (a) Have successfully completed a course of military ground training and flight training; and
- (b) Possess a minimum of 500 total flying hours, of which the flying experience recorded during military/police flying training must fulfil the following;
 - (i) 100 flying hours must be pilot in command hours.
 - (ii) 20 flying hours must be cross-country under instruction.

- (iii) 10 flying hours must be instrument under instruction or for Instrument rating, 40 flying hours of instrument under instruction.
- (iv) 5 flying hours at night.
- (v) A military/police pilot will only be eligible for an ATPL if he has more than 500 flight hours on multi-crew transport aircraft.
- (vi) A military pilot shall be required to meet the aeronautical experience requirements of the licence for which they are applying. The experience shall meet the specific hours required by category (e.g. instrument, night, cross country etc.).

Note: In the event of any deficiency or shortage in meeting the above flying experience requirements, the applicant is required to gain the additional flying experience at any of the GCAA approved flying clubs or schools before attempting the abridged course.

- (c) Hold a GCAA Class One medical certificate.

11.3 Abridged Course.

All QMPs are required to undergo an abridged course at the GCAA approved flying training school. The abridged course consisting of ground and flying training is based on following approved GCAA syllabi:

- (a) Minimum 200 hours ground training; and
- (b) Minimum 30 hours training flights in an aircraft.
- (c) GCAA approved MCC course for ATPL applicants.

11.4 CPL/IR Ground Examination And Flight Tests.

QMPs are required to take and pass the following ground and flying examinations.

11.4.1 Ground examination

- (a) CPL or ATPL ground examinations as applicable; and
- (b) Instrument ground examinations; and
- (c) Air Law examination.
- (d) English Language Proficiency (ELP) course and qualification

11.4.2 Flight test.

- (a) UAE proficiency check to the standard of the licence conducted by an approved GCAA Flight Examiner or a GCAA Inspector; and
- (b) Instrument rating flight test conducted an approved GCAA Flight Examiner or a GCAA Inspector.

11.5. Crediting Of Flight Time

The crediting of flight time for QMP when applying for ATPL is as follows;

- (a) Entitled to be credited in full with all solo, dual instruction and pilot in command flight time towards the total flight time required for ATPL and;
- (b) When acting as a co pilot of an aircraft required to be operated with a co-pilot, shall be entitled to be credited with not more than 50 per cent of the co-pilot flight time towards the total flight time for the ATPL and;
- (c) When acting as a co-pilot performing under the supervision of the pilot in command shall be entitled to be credited in full with this flight time towards the total flight time required for the ATPL.

Note: There is no exemption or partial exemption for QMP on ATPL ground and flight tests. A QMP must pass the required knowledge and practical tests on ATPL, or obtain a foreign ATPL, prior to the issuance of the licence.

12. MEDICAL REQUIREMENTS

12.1 Requirements.

The applicant must hold the appropriate Medical Certificate for the type of licence required. Pilots, who subsequently are downgraded in assessment (e.g. from Class I to Class II) can only exercise the privileges appropriate to the Medical Certificate.

12.2 Medical Assessments.

The following assessments are required;

- | | | |
|----------------|---|---------------------|
| (a) Class 1 | - | ATPL, MPL, CPL |
| (b) Class 2 | - | PPL, Pre-PPL pilots |
| (c) Class 3 | - | ATC |
| (d) Cabin Crew | - | Cabin Crew |

Note: A valid Class 1, 2 or 3 Medical Assessment shall be accepted by the GCAA in lieu of a "Cabin Crew" Medical Assessment.

12.3 Validity.

A medical certificate remains valid until the last day of the month of the validity period.

12.4 Flight Crew Over 40 years of Age.

The policy on the transition from 1 year to 6 monthly medicals, once a flight crew member turns 40 years of age, is as follows:

- (a) The period of validity for the holder of Airline Transport Pilot Licence and Commercial Pilot Licence – Aeroplane and Helicopters – who are engaged in a multi crew commercial air transport operation carrying passengers, is **twelve (12)** months until the age of 60, then the period of validity shall be reduced to **six (06)** months.
- (b) The period of validity for the holder of Airline Transport Pilot Licence and Commercial Pilot Licence – Aeroplane and Helicopters – who are engaged in a single crew commercial air transport operations carrying passengers, is **twelve (12)** months until their 40th birthday, then the period of validity shall be reduced to **six (06)** months.
- (c) The medical expires at midnight of the last day of the month of validity.

Note: After the expiry date, the medical certificate does not automatically downgrade to a lower class.

12.5 Cabin Crew Over 40 years.

The policy on the transition from 60 month to 24 month medicals, once a cabin crew member turns 40 years of age, is as follows;

- (a) The medical remains valid for a 24 calendar months after the 40th birthday.
- (b) The medical expires at midnight of the last day of the month of validity.

13. APPEAL PROCESS

A licence holder or applicant is entitled to appeal against any decision, action or ruling made by the GCAA in respect to a licensing issue. A licence holder or applicant has all legal rights and remedies available to him/her under UAE law to pursue an appeal, which may, or may not, result in a re-assessment of the decision, action or ruling. It is essential that the initial appeal from the licence holder or applicant is made in writing to the Head of Licensing & Aeromedical at the earliest opportunity. The appeal should include the specific decision, action or ruling involved with copies of any supporting documentation.

14. SCHEDULE OF FEES

14.1 Flight Crew members.

UAE Dirhams

(a) Initial Issue	2820
(b) Reissuance, lost or destroyed	2820
(c) Licence Renewal	2720
(d) Temporary validation/authorisation	500
(e) Additional Ratings	
i. Type	100
ii. Instructor	100
iii. Instrument	100
iv. ELP	100
(f) Designated Examiner	300
(g) Examinations	200

14.2 Cabin Crew Members.

(a) Initial Issue	1700
(b) Licence Renewal	1600
(c) Reissuance, Lost or Destroyed	1700
(d) Type Rating	100

14.3 Crew Member Certificate

200

14.4 Fast Track

200

Note: The above fees for licence issuance and renewal/re-issuance are based on:

(a) Initial issuance fee	100
(b) Flight crew yearly fee	300
(c) Cabin crew yearly fee	200
(d) Radio Telephony Licence yearly fee (flight crew)	40