

1 Explanation

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| <p>1.1 This form is used for the application of a certificate of validation.</p> <p>1.2 Before you apply you have to meet all the requirements (see appendix to this form).</p> <p>1.3 Send the application to Kiwa Register, at the address stated above.</p> <p>1.4 Incorrect or incomplete forms will not be processed.</p> | <p>1.5 Processing your application will take at least 10-15 working days.</p> <p>1.6 A fixed fee will be charged for processing your application. Your certificate will be issued only after having received your payment by Kiwa Register.</p> <p>1.7 For additional information please visit our website: www.kiwaregister.nl.</p> |
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2 Particulars of applicant

2.1 Name	
2.2 Given name(s)	
2.3 Licence number (if available)	
2.4 Address	
2.5 Postal code and place of residence	
2.6 Date of birth and nationality	
2.7 Place of birth and country of birth	
2.8 Correspondence address	
2.9 Passport number and state of issue	
2.10 Telephone number(s)	<div>Private</div> <div>Mobile</div>
2.11 E-mail	

3 Application

3.1 Select the application	For all applications see appendix to this form.	
	Application for:	Category
	<input type="checkbox"/> Certificate of validation for commercial air transport and other commercial activities	<input type="checkbox"/> A <input type="checkbox"/> H
	<input type="checkbox"/> Certificate of validation for non commercial activities with IR	<input type="checkbox"/> A <input type="checkbox"/> H
	<input type="checkbox"/> Certificate of validation for non commercial activities without IR	<input type="checkbox"/> A <input type="checkbox"/> H
	<input type="checkbox"/> Certificate of validation for specific tasks of limited duration	<input type="checkbox"/> A <input type="checkbox"/> H

4 Medical fitness

4.1 Information medical certificate	Class of medical certificate held	Date of last medical	Date of Expiry

5 Details of operating company/employer

Commercial air transport operations applicants only.	
5.1 Name of operator/employer	
5.2 Address	
5.3 Postal code and place of residence	
5.4 Telephone number	
5.5 E-mail	
<input type="checkbox"/> I hereby declare as an employer that my candidate has authorized me to apply for this document on his/her behalf and do everything necessary to issue this document to me employer.	

6.1 Particulars of the non-EU licence	Country of issue		
	Type of licence		
	Date of issue		
	Date of expiry		
	Radio Telephony Operator's licence number		
	Instrument Rating date of issue		
	Instrument Rating date of last check		
6.2 Total flying experience	Total pilot experience	Aeroplanes	Helicopters
	Total as pilot in command		
	Total as co-pilot		
	Total flight time on aircraft type/class to be validated		
	Last flight on aircraft type/class to be validated		
6.3 Only to be completed by applicants for commercial air transport operations	<input type="checkbox"/> Total single pilot (SP) experience <input type="checkbox"/> Total multi pilot (MP) experience		
	Total pilot experience	Aeroplanes	Helicopters
	Pilot in command (PIC)	SP	SP
		MP	MP
	PIC in preceding 12 months	SP	SP
		MP	MP
	Co-pilot	SP	SP
		MP	MP
	Co-pilot in preceding 12 months	SP	SP
		MP	MP
	Total hours seaplane operations	SP	SP
		MP	MP
	6.4 Other commercial activities applicants	Total flying experience	Aeroplanes (other than TMG)
Pilot in command			
Co-pilot			
Hours in activity required for the validation issue			
Hours in activity required in preceding 12 months			
Total			

- ☐ Copy of passport
- ☐ Copy of medical certificate
- ☐ Copy of non-EU licence
- ☐ Copy of RT operator's licence
- ☐ Copy of EU LPE certificate (in case of a non-Dutch LPE, copy of foreign LAB approval)
- ☐ Copy of skill test (in case of a non-Dutch examiner also a copy of his/her licence and examiner certificate)
- ☐ Copies of the last two pages of your logbook (left and right side)

8.1 Address of the principal place of business of the operator I am employed

8.2 The aircraft for which I require a validation is registered as

8.3 Date

8.4 Signature

I declare that:

- a) - I reside or I am established in The Netherlands or;
 - the place of business of the operator I am employed by is located in The Netherlands or;
 - the aircraft for which I require a validation is registered in The Netherlands.
- b) I have not been issued with a validation previously under European Commission Regulation (EU) No. 1178/2011 as amended, by The Netherlands and that I have not had a validation refused, suspended or revoked by any EASA Member State.
- c) the information provided on this form is correct.

This appendix will help you to fill in the application form and therefore it is highly recommended to read this first.

There are several ways (sort of licence, class or type of aircraft) in order to qualify for an EU license based upon your flying experience gained by using your Non-EU licence the so called "Third country licence".

In general there are three ways which all lead to the issue of a Commission Delegated Regulation (EU) 2020/723 of 4 March 2020, based upon your Third country licence with class or type ratings.

Validation of licences
Conversion of licences
Acceptance of class and type ratings

Hereunder you will find the exact wording of the relevant Commission Delegated Regulation (EU) 2020/723 of 4 March 2020 and in the text blocks more specific information is given concerning your application and what to do after your application has been awarded and a Validation has been issued to you.

Article 3

Acceptance of licences from third countries

Without prejudice to international agreements concluded between the Union and a third country in accordance with point (a) of Article 68(1) of Regulation (EU) 2018/1139, Member States may:

- (a) in accordance with Section 2 of this Regulation accept pilot licences and associated ratings, privileges or certificates, as well as associated medical certificates issued in accordance with laws of third countries;
- (b) in accordance with Article 3 of Regulation (EU) No 1178/2011, Article 3a of Regulation (EU) 2018/395 or Article 3a of Implementing Regulation (EU) 2018/1976, as applicable, issue equivalent licences to applicants who already hold an equivalent licence, rating, privilege or certificate issued in accordance with Annex 1 to the Convention on International Civil Aviation, signed on 7 December 1944 in Chicago ('the Chicago Convention') by a third country, provided that those applicants comply with the requirements of Section 3 and taking account of any credit based on a recommendation from an approved training organisation or a declared training organisation;
- (c) give full credits as regards the requirements to undergo a training course prior to undertaking the theoretical knowledge examinations and the skill test to holders of an airline transport pilots licence ('ATPL') issued by or on behalf of a third country in accordance with Annex 1 to the Chicago Convention provided that those holders have completed the experience requirements for the issue of an ATPL in the relevant aircraft category as set out in Subpart F of Annex I to Regulation (EU) No 1178/2011 and provided that the third country licence contains a valid type rating for the aircraft to be used for the ATPL skill test;
- (d) issue aeroplane or helicopter type ratings to holders of licences issued in accordance with Regulation (EU) No 1178/2011 that comply with the requirements established by a third country for the issue of such ratings; those ratings shall be restricted to aircraft registered in that third country, but this restriction may be removed when the pilot complies with the requirements in Article 10 to this Regulation..

CHAPTER A:

VALIDATION OF LICENCES

Article 4

General provisions for validation of licences

- 1. A competent authority of a Member State may validate a pilot licence issued by a third country in compliance with the requirements of Annex 1 to the Chicago Convention.
- 2. For the purposes of the provisions set out in this Regulation, the competent authority of the Member State shall be the following:
 - (a) for pilots residing within the territory of the Union – a competent authority of the Member State of a place where a pilot resides or is established;
 - (b) for pilots not residing in the territory of the Union – a competent authority of the Member State where the operator for which they are flying or intend to fly has its principal place of business, or where the aircraft on which they are flying or intend to fly is registered.
- 3. The validation of a licence shall have a validity period, which does not exceed one year, and its privileges shall only be exercised as long as the licence remains valid. The competent authority that validated the licence may extend the validity only once and only by a maximum of one year, if during the validity period the pilot has applied for a licence in accordance with Annex I (Part-FCL) to Regulation (EU) No 1178/2011 or is undergoing training for the issuance of such a licence. In that last case, the extension shall cover the period of time necessary for the licence to be issued in accordance with Annex I (Part-FCL) to Regulation (EU) No 1178/2011.
- 4. The holders of validated by a Member State shall exercise their privileges in accordance with the requirements stated in Annex I (Part-FCL) to Regulation (EU) No 1178/2011.

Article 5

Pilot licences for commercial air transport and other commercial activities

For the validation of pilot licences for commercial air transport and other commercial activities, the holders shall comply with the following requirements, as applicable, for the privileges sought:

- (a) complete, as a skill test, the type or class rating revalidation requirements of Annex I (Part-FCL) to Regulation (EU) No 1178/2011, as relevant to the privileges of the licence held;
- (b) demonstrate knowledge of the relevant parts of the operational requirements and Annex I (Part-FCL) to Regulation (EU) No 1178/2011;
- (c) demonstrate language proficiency in accordance with Point FCL.055 of Annex I (Part-FCL) to Regulation (EU) No 1178/2011;
- (d) hold a valid Class 1 medical certificate, issued in accordance with Annex IV (Part-MED) to Regulation (EU) No 1178/2011;
- (e) in the case of aeroplanes, in addition to the requirements in points (a) to (d), comply with the experience requirements set out in table 1 in the Annex to this Regulation;
- (f) in the case of helicopters, in addition to the requirements in points (a) to (d), comply with the experience requirements set out in table 2 in the Annex to this Regulation.

Licence held	Total flying hours experience	Privileges	
(1)	(2)	(3)	
ATPL(A)	> 1500 hours as PIC on multi-pilot aeroplanes	Commercial air transport in multi-pilot aeroplanes as PIC	(a)
ATPL(A) or CPL(A)/IR ⁽¹⁾	> 1500 hours as PIC or co-pilot on multi-pilot aeroplanes according to operational requirements	Commercial air transport in multi-pilot aeroplanes as co-pilot	(b)
MPL	> 1500 hours as co-pilot on multi-pilot aeroplanes according to operational requirements	Commercial air transport in multi-pilot aeroplanes as co-pilot	(ba)
CPL(A)/IR	> 1000 hours as PIC in commercial air transport since gaining an IR	Commercial air transport in single-pilot aeroplanes as PIC	(c)
CPL(A)/IR	> 1000 hours as PIC or as co-pilot in single-pilot aeroplanes according to operational requirements	Commercial air transport in single-pilot aeroplanes as co-pilot according to operational requirements	(d)
ATPL(A), CPL(A)/IR, CPL(A)	> 700 hours in aeroplanes, including 200 hours in the activity role for which acceptance is sought, and 50 hours in that role in the last 12 months	Exercise of privileges in aeroplanes in operations other than commercial air transport	(e)
CPL(A)	> 1500 hours as PIC in commercial air transport including 500 hours on seaplane operations	Commercial air transport in single- pilot aeroplanes as PIC	(f)

⁽¹⁾ CPL(A)/IR holders on multi-pilot aeroplanes shall have demonstrated ICAO ATPL(A) level knowledge before acceptance.

(f) in the case of helicopters, comply with the experience requirements set out in the following table:

Licence held	Total flying hours experience	Privileges	
(1)	(2)	(3)	
ATPL(H) valid IR	> 1000 hours as PIC on multi-pilot helicopters	Commercial air transport in multi-pilot helicopters as PIC in VFR and IFR operations	(a)
ATPL(H) no IR privileges	> 1000 hours as PIC on multi-pilot helicopters	Commercial air transport in multi-pilot helicopters as PIC in VFR operations	(b)
ATPL(H) valid IR	> 1000 hours as pilot on multi-pilot helicopters	Commercial air transport in multi-pilot helicopters as co-pilot in VFR and IFR operations	(c)
ATPL(H) no IR privileges	> 1000 hours as pilot on multi-pilot helicopters	Commercial air transport in multi-pilot helicopters as co-pilot in VFR operations	(d)
CPL(H)/IR ⁽¹⁾	> 1000 hours as pilot on multi-pilot helicopters	Commercial air transport in multi-pilot helicopters as co-pilot	(e)
CPL(H)/IR	> 1000 hours as PIC in commercial air transport since gaining an IR	Commercial air transport in single-pilot helicopters as PIC	(f)
ATPL(H) with or without IR privileges, CPL(H)/IR, CPL(H)	> 700 hours in helicopters other than those certificated under CS-27/29 or equivalent, including 200 hours in the activity role for which acceptance is sought, and 50 hours in that role in the last 12 months	Exercise of privileges in helicopters in operations other than commercial air transport	(g)

⁽¹⁾ CPL(H)/IR holders on multi-pilot helicopters shall have demonstrated ICAO ATPL(H) level knowledge before acceptance.

Information: A. VALIDATION OF LICENCES

pt. 3 Pilot licences for commercial air transport and other commercial activities:

Once you met the requirement mentioned in the General part of Chapter A. "Validation", and the requirements mentioned under pt.3 a period of 1 year (basic licence must be valid) is available to meet the requirements to get a EU FCL-licence issued in the Netherlands.

According to Art 3 (c) of Commission Delegated Regulation (EU) 2020/723 of 4 March 2020 no training is required prior the theoretical examinations and the skill test for holders of an ATPL who completed the experience requirements for the issue of an ATPL.

Nevertheless it is very much advisable to contact an ATO who can guide you in preparing for these exams. On the website of the "Inspectie Leefomgeving en Transport" (CAA-NL) you can find a list of all the ATO's who are certified by and are under oversight of the CAA-NL.

For other licence holders Art 3 (b) of Commission Delegated Regulation (EU) 2020/723 of 4 March 2020 are applicable and for these licence holders there is a requirement to receive training at a certified ATO.

Article 6

Pilot licences for non-commercial activities with an instrument rating

For the validation of private pilot licences with an instrument rating, or Commercial Pilot Licences ('CPL') and Airline Transport Pilot Licences ('ATPL') with an instrument rating where the pilot intends only to exercise private pilot privileges, holders shall comply with all of the following requirements:

- (a) complete the skill test for instrument rating and the type or class ratings relevant to the privileges of the licence held, in accordance with Appendix 7 and Appendix 9 of Annex I (Part-FCL) to Regulation (EU) No 1178/2011;
- (b) demonstrate knowledge of Air Law, Aeronautical Weather Codes, Flight Planning and Performance (IR) and Human Performance;
- (c) demonstrate language proficiency in accordance with FCL.055 of Annex I (Part-FCL) to Regulation (EU) No 1178/2011;
- (d) hold at least a valid Class 2 medical certificate issued in accordance with Annex 1 to the Chicago Convention;
- (e) have a minimum experience of at least 100 hours of instrument flight time as pilot in command ('PIC') in the relevant category of aircraft.

Information: A. VALIDATION OF LICENCES

pt. 4 Pilot licences for non-commercial activities with an instrument rating

Once you met the requirement mentioned in the General part of Chapter A. "Validation", and the requirements mentioned under pt. 4 a period of 1 year (basic licence must be valid) is available to meet the requirements to get a EU FCL-licence issued in the Netherlands.

For those licence holders Art 3 (b) of Commission Delegated Regulation (EU) 2020/723 of 4 March 2020 are applicable and for them there is a requirement to receive training at a certified ATO. On the website of the "Inspectie Leefomgeving en Transport" (CAA-NL) you can find a list of all the ATO's who are certified by and are under oversight of the CAA-NL.

Article 7

Pilot licences for non-commercial activities without an instrument rating

For the validation of private pilot licences, or CPL and ATPL licences without an instrument rating where the pilot intends only to exercise private pilot privileges, holders shall comply with all of the following requirements:

- (a) demonstrate knowledge of Air Law and Human Performance;
- (b) pass the private pilot licence ('PPL') skill test as set out in point FCL.235 of Annex I (Part-FCL) to Regulation (EU) No 1178/2011;
- (c) fulfil the relevant requirements of Subpart H of Annex I (Part-FCL) to Regulation (EU) No 1178/2011, for the issuance of a type or class rating as relevant to the privileges of the licence held;
- (d) hold at least a Class 2 medical certificate issued in accordance with Annex 1 to the Chicago Convention;
- (e) demonstrate language proficiency in accordance with FCL.055 of Annex I (Part-FCL) to Regulation (EU) No 1178/2011;
- (f) have a minimum experience of at least 100 hours as pilot in the relevant category of aircraft.

Information: A. VALIDATION OF LICENCES

pt. 5 Pilot licences for non-commercial activities without an instrument rating

Once you met the requirements mentioned in the General part of Chapter A. "Validation", and the requirements mentioned under pt. 5, a period of 1 year (basic licence must be valid) is available to meet the requirements to get a EU FCL-licence issued in the Netherlands.

On the website of the "Inspectie Leefomgeving en Transport" (CAA-NL) you can find a list of all the ATO's who are certified by and are under oversight of the CAA-NL, who can guide you in preparing for these exams.

Because of the fact that the requirements of this validation are very much close to the requirements mentioned under chapter B "Conversion of licences", it is advisable to choose for the conversion (Paragraph B) of your Third country licence instead of the validation (Paragraph A) of your licence. In case of validation/conversion into a FCL-PPL with a Single Pilot class/type rating the differences are

Validation

- (1) demonstrate that he/she has acquired knowledge of Air Law and Human Performance (as part of the practical exam)
 - (2) hold at least a Class 2 medical certificate issued in accordance with Annex 1 to the Chicago Convention;
- Note: basic licence must be valid during the year of validation

Conversion

- (1) You have pass two written exams (in Air Law and Human Performance) and
- (2) Holder of a class 2 Medical in accordance with Part-Medical

Article 8

Validation of pilot licences for specific tasks of limited duration

1. Notwithstanding the provisions of the Articles above, in the case of manufacturer flights, a competent authority of a Member State may accept a licence issued in accordance with Annex 1 to the Chicago Convention by a third country for a maximum of 12 months for specific tasks of limited duration, such as instruction flights for initial entry into service, demonstration, ferry or test flights, provided that the applicant complies with the following requirements:

- (a) holds an appropriate licence and medical certificate and associated ratings or qualifications issued in accordance with Annex 1 to the Chicago Convention;
- (b) is employed, directly or indirectly, by an aircraft manufacturer or by an aviation authority. In this case, the privileges of the holder shall be limited by the competent authority to performing flight instruction and testing for initial issue of type ratings, the supervision of initial line flying by the operators' pilots, delivery or ferry flights, initial line flying, flight demonstrations or test flights, as appropriate to the tasks foreseen under this paragraph.

2. By way of derogation from Articles 4 to 7, a competent authority of a Member States may, for competition flights or display flights of limited duration, validate a licence issued by a third country allowing the holder to exercise the privileges of a PPL as specified in Annex I (Part-FCL) to Regulation (EU) No 1178/2011, a Balloon Pilot Licence (BPL) as specified in Annex III (Part-BFCL) to Regulation (EU) 2018/395 or an Sailplane Pilot Licence (SPL) as specified in Annex III (Part-SFCL) to Implementing Regulation (EU) 2018/1976, provided that all of the following requirements are complied with:

- (a) prior to the event, the organiser of the competition or display flights provides the competent authority with adequate evidence on how it will ensure that the pilot will be familiarised with the relevant safety information and manage any risk associated with the flights;
- (b) the applicant holds an appropriate licence and medical certificate and associated ratings or qualifications issued in accordance with Annex 1 to the Chicago Convention.

3. By way of derogation from the provisions of Articles 4 to 7, a competent authority of a Member State may validate a licence which is equivalent to one of those referred to in paragraph 2 and issued in compliance with the requirements of Annex 1 to the Chicago Convention by a third country for a maximum of 28 days per calendar year for specific non-commercial tasks, provided that the applicant complies with all of the following requirements:

- (a) holds an appropriate licence and medical certificate and associated ratings or qualifications issued in accordance with Annex 1 to the Chicago Convention;
- (b) has completed at least one acclimatisation flight with a qualified instructor prior to carrying out the specific tasks of limited duration.

Information:

A. VALIDATION OF LICENCES

Validation of pilot licences for specific tasks of limited duration

Since the application of such a validation of pilot licences for specific tasks of limited duration is very specific, you are requested to fill in the application and to indicate in an appendix which validation you want.

After your application has been reviewed, you will receive all relevant information to achieve this kind of validation or if applicable the requested validation.

Chapter B:

CONVERSION OF LICENCES

Article 9

Conditions for conversion of licences

1. The competent authority of a Member State may convert a licence for the relevant aircraft category into a PPL in accordance with Annex I (Part-FCL) to Regulation (EU) No 1178/2011 with a single-pilot class or type rating, a BPL in accordance with Annex III (Part-BFCL) to Regulation (EU) 2018/395 or an SPL in accordance with Annex III (Part-SFCL) to Implementing Regulation (EU) 2018/1976, where the original licence is issued in compliance with the requirements of Annex 1 to the Chicago Convention by a third country and the licence is, alternatively:

- (a) an equivalent licence to the licences referred to in paragraph 1;
- (b) a CPL or an ATPL.

2. The holder of the licence to be converted shall comply with the following minimum requirements for the relevant aircraft category:

- (a) pass a written examination in Air Law and Human Performance;
- (b) pass the PPL, BPL or SPL skill test, as relevant, in accordance with Annex I (Part-FCL) to Regulation (EU) No 1178/2011, Annex III (Part-BFCL) to Regulation (EU) 2018/395
- (c) fulfil the requirements for the issue of the relevant class or type rating, in accordance with Subpart H;
- (d) hold a medical certificate, as required and issued in accordance with Annex IV (Part-MED) to Regulation (EU) No 1178/2011;
- (e) demonstrate language proficiency in accordance with FCL.055 of Annex I (Part-FCL) to Regulation (EU) No 1178/2011;
- (f) have completed at least 100 hours of flight time as a pilot.

Information:

B. CONVERSION OF LICENCES

The conversion of a PPL/BPL/SPL, a CPL or an ATPL into a EU-PPL with single-pilot class or type rating can be achieved in a very simple way, see the above mentioned requirements. As already stated in pt. 5 of the paragraph "Validation", this conversion is the most simple way to get a FCL-licence without the side step to a validation first. It is advisable to contact an ATO who can guide you in preparing for the theoretical and practical exams although, according to the regulation, this is not required.

On the website of the "Inspectie Leefomgeving en Transport" (CAA-NL) you can find a list of all the ATO's who are certified by and are under oversight of the CAA-NL.

* Holders of a third country licence, not holding a radiotelephony operator licence, certificate or an equivalent of such a RT-privilege, shall meet the Dutch national requirements in order to gain the radiotelephony privileges. You are advised to contact one of the in the Netherlands registered facilities for RT VFR/IFR

Use for the application of the issue of a PPL based on the conversion of licences the application form "Application for a pilot licence for aeroplanes (A) or helicopters (H) balloons (B) and gyrocopter)" which you can find at www.kiwaregister.nl.

CHAPTER C

ACCEPTANCE OF CLASS AND TYPE RATINGS

Article 10

Conditions for acceptance of class and type ratings

1. A valid class or type rating contained in a licence issued by a third country may be inserted in a licence issued in accordance with Annex I (Part-FCL) to Regulation (EU) No 1178/2011, provided that the applicant:

- (a) complies with the experience requirements and the prerequisites for the issue of the applicable type or class rating in accordance with Part-FCL;
- (b) passes the relevant skill test for the issue of the applicable type or class rating in accordance with Part-FCL;
- (c) is in current flying practice;
- (d) has no less than:
 - (i) for aeroplane class ratings, 100 hours of flight experience as a pilot in that class;
 - (ii) for aeroplane type ratings, 500 hours of flight experience as a pilot in that type;
 - (iii) for single-engine helicopters with a maximum certificated take-off mass of up to 3 175 kg, 100 hours of flight experience as a pilot in that type;
 - (iv) for all other helicopters, 350 hours of flight experience as a pilot in that type.

Information:

C. ACCEPTANCE OF CLASS AND TYPE RATINGS

In contrast with the other here mentioned third country licences with class or type rating, in this case a FCL-licence is required. Based upon art 3 (d) of Commission Delegated Regulation (EU) 2020/723 of 4 March 2020 valid class or type ratings in your third country licence can be accepted in a FCL-licence restricted to the aircraft registered in that third country. The restriction can be removed when meeting the above mentioned requirement.

In this case the regulation offers a good opportunity to transfer a class/type rating, issued in a third country and is currently flown by you, to be accepted in your FCL-licence.

Use for the application of the issue of a class/type rating the application form which you can find at www.kiwaregister.nl.