

 <b>TRANSPORDIAMET</b>	LT_ACW_1_J2_V3_v1	
	<b>CONVERSION REPORT FOR ESTONIAN TMGPL HOLDERS TO CONVERT THEIR LICENCES INTO PART-FCL LAPL(A) OR PART-SFCL SPL</b>	
	Date: 02.01.2021	1/3

#### State of Licence Issue and Contact Address

##### *(Regulation (EU) No 1178/2011 Article 4 paragraph 4 (a))*

Estonian Transport Administration  
Aviation Division  
Lõõtsa 5  
11415 Tallinn  
Estonia

#### Description of the national requirements on the basis of which the pilot licences were issued

##### *(Regulation (EU) No 1178/2011 Article 4 paragraph 4 (b))*

#### CURRENT REGULATION

Regulation of the Minister of Transport and Communications No 125 of 21 December 2001 Chapter 13 describes requirements for applying, privileges of the holder of a TMGPL, validity and revalidation requirements. § 60 enacts:

- The applicant without previous flight experience shall have successfully completed the theoretical knowledge course applicable for private pilot licence which is approved by the Civil Aviation Administration and which includes subjects such as aircraft general knowledge including TMG and aerodynamics including TMG.
- The applicant shall have passed the theoretical knowledge examination in the following subjects:
  - 1) Aviation Regulation;
  - 2) Construction of a TMG, Aerodynamics of a TMG;
  - 3) Navigation, Meteorology and Operational Procedures;
  - 4) Human Factors and Limitations;
  - 5) Communications.
- The applicant shall have on a TMG at least:
  - 1) 20 hours, which shall include at least 10 hours of dual instruction and at least 5 hours of solo flight;
  - 2) 10 landings without engine power;
  - 3) 5 hours of cross-country flight time which shall include 3 hours of dual instruction.
- During the skill test the applicant shall demonstrate the ability to pilot a TMG during normal and emergency procedures, and ATC compliance.

#### PREVIOUS REGULATIONS

- Regulation of the Minister of Transport and Communications No 85 of 27 October 2000 Chapter 12 describes requirements for applying, privileges of the holder of a TMGPL, validity and revalidation requirements. § 57 sets requirements for applying a TMGPL which are the same as in current regulation.

#### Scope of the existing privileges

##### *(Regulation (EU) No 1178/2011 Article 4 paragraph 4 (c))*

#### CURRENT REGULATION

§ 62 enacts:

- Privileges of the holder of a TMGPL are to act as pilot-in-command of a TMG:
  - 1) during solo flights;
  - 2) including the carriage of passengers if he/she has at least 35 hours of flight time on a TMG including at least 15 hours of solo flight time and he/she has demonstrated the competence to pilot a TMG during normal and emergency procedures in a check flight.

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- If the licence holder has not acted as a pilot on a TMG in the last 12 months, to obtain a privilege of carriage of passengers he/she has to complete a training flight which includes at least 3 take-offs with an FI who holds a TMGPL.

#### PREVIOUS REGULATIONS

- Regulation of the Minister of Transport and Communications No 85 of 27 October 2000 § 60 sets privileges of a TMGPL holder which are the same as in current regulation.

#### Credit allowed against Part-FCL and Part-SFCL requirements (Regulation (EU) No 1178/2011 Article 4 paragraph 4 (d))

#### CURRENT REGULATION

##### LAPL(A):

Credit is given for:

- theoretical knowledge training and examination (except for subject Flight performance and planning)
- flight instruction (except total flight time, dual instruction time, solo flight time and solo cross-country flight time is less than in Aircrew regulation and a solo cross-country flight of at least 150 km with a landing at a different aerodrome is not required) and skill test (except en-route procedures)
- privileges of the holder of TMGPL

which meet the requirements of Commission Regulation (EU) No 1178/2011.

In case the pilot has total flying experience on TMGs  $\geq 70$  hours, credit is also given for theoretical knowledge of Flight performance and planning, and for requirements of flight instruction for total flight time, dual instruction time and solo flight time.

In case the pilot has completed 1 flight of at least 150 km, during which one full-stop landing at an aerodrome different from the aerodrome of departure has been performed as a PIC, credit is also given for cross-country flight.

##### SPL:

Credit is given for:

- theoretical knowledge training and examination (except for subject Flight performance and planning)
- flight instruction (except the number of take-offs and landings has not been foreseen and a solo cross-country flight of at least 150 km with a landing at a different aerodrome is not required) and skill test (except en-route procedures)
- privileges of the holder of TMGPL

which meet the requirements of Commission Implementing Regulation (EU) 2018/1976.

In case the pilot has total flying experience on TMGs  $\geq 70$  hours, credit is also given for theoretical knowledge of Flight performance and planning, and for the requirement of number of take-offs and landings during flight instruction.

In case the pilot has completed 1 flight of at least 150 km, during which one full-stop landing at an aerodrome different from the aerodrome of departure has been performed as a PIC, credit is also given for cross-country flight.

#### PREVIOUS REGULATIONS

- Regulation of the Minister of Transport and Communications No 85 of 27 October 2000 – credit is given as in the case of current regulation

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**Limitations to be included on the Part-FCL and Part-SFCL licences and any requirements the pilot has to comply with in order to remove those limitations.**

***(Regulation (EU) No 1178/2011 Article 4 paragraph 4 (e))***

#### **CURRENT REGULATION**

In case the pilot has not completed 1 flight of at least 150 km, during which one full-stop landing at an aerodrome different from the aerodrome of departure has been performed as a PIC, the following limitation will be entered on the licence:

- Except cross-country flights (entered in Section XIII Remarks)

In order to remove this limitation the pilot has to complete 1 flight of at least 150 km, during which one full-stop landing at an aerodrome different from the aerodrome of departure must be performed under the supervision of an instructor.

In case the pilot has total flying experience on TMGs < 70 hours, the following limitation will be entered on the licence:

- Only in Estonian airspace (entered in Section XIII Remarks)

In order to remove this limitation the pilot has to have total flying experience on TMGs ≥ 70 hours.

#### **PREVIOUS REGULATIONS**

- Regulation of the Minister of Transport and Communications No 85 of 27 October 2000 – the similar reasons, limitations and removal conditions as in the case of current regulation.

**List of documents necessary to demonstrate the elements set out in points (a) to (e) of paragraph 4.**

**Note: Attach copies of the relevant national requirements and procedures.**

***(Regulation (EU) No 1178/2011 Article 4 paragraph 5)***

#### **CURRENT REGULATION**

**Annex 1** Regulation of the Minister of Transport and Communications (in Estonian)

Teede- ja sideministri 21.12.2001 määrus nr 125

Lennundusspetsialistide vanusele ja kvalifikatsioonile, nende koolitusele ja eksamineerimisele esitatavad nõuded ning lennundusspetsialistidele lennunduslubade väljaandmise ja välisriikides väljaantud lennunduslubade tunnustamise eeskiri

**Annex 1a** Unofficial translation of the above mentioned regulation

Regulation of the Minister of Transport and Communications No 125 of 21 December 2001 Requirements for the Age and Qualifications, Training and Examination of Aviation Specialists, And the Rules for the Issue of Aviation Licences and Acceptance of Aviation Licences Issued by Foreign States.

#### **PREVIOUS REGULATIONS**

**Annex 2** Regulation of the Minister of Transport and Communications No 85 of 27 October 2000 (in Estonian)

Nõuded õhusõiduki meeskonnaliikme ja hooldemehhaaniku, lennuliikluse lennujuhi ja –informaatori ning lendude korraldaja vanusele, tervislikule seisundile, kutsesobivusele ja kvalifikatsioonile ning nende ettevalmistamisele, eksamineerimisele ja neile lubade väljaandmisele