



Uddrag af COMMISSION REGULATION (EU) No 1178/2011 of 3 November 2011

FCL.800 Aerobatic rating

(a) Holders of a pilot licence for aeroplanes, TMG or sailplanes shall only undertake aerobatic flights when they hold the appropriate rating.

(b) Applicants for an aerobatic rating shall have completed:

(1) at least 40 hours of flight time or, in the case of sailplanes, 120 launches as PIC in the appropriate aircraft category, completed after the issue of the licence;

(2) a training course at an ATO, including:

(i) theoretical knowledge instruction appropriate for the rating;

(ii) at least 5 hours or 20 flights of aerobatic instruction in the appropriate aircraft category.

(c) The privileges of the aerobatic rating shall be limited to the aircraft category in which the flight instruction was completed. The privileges will be extended to another category of aircraft if the pilot holds a licence for that aircraft category and has successfully completed at least 3 dual training flights covering the full aerobatic training syllabus in that category of aircraft.

Uddrag af Part-FCL (Acceptable Means of Compliance and Guidance Material to Commission Regulation (EU) No 1178/2011 of 3 November 2011)

AMC1 FCL.800 Aerobatic rating

THEORETICAL KNOWLEDGE AND FLYING TRAINING

(a) The aim of the aerobatic training is to qualify licence holders to perform aerobatic manoeuvres.

(b) The ATO should issue a certificate of satisfactory completion of the instruction to licence endorsement.

(c) Theoretical knowledge

The theoretical knowledge syllabus should cover the revision or explanation of:

(1) human factors and body limitation:

(i) spatial disorientation; (ii) airsickness; (iii) body stress and G-forces, positive and negative;

(iv) effects of grey- and blackouts.

(2) technical subjects:

(i) legislation affecting aerobatic flying to include environmental and noise subjects;

(ii) principles of aerodynamics to include slow flight, stalls and spins, flat and inverted; (iii) general airframe and engine limitations (if applicable).

(3) limitations applicable to the specific aircraft category (and type):

(i) air speed limitations (aeroplane, helicopter, TMG and sailplane, as applicable);

(ii) symmetric load factors (type-related, as applicable); (iii) rolling Gs (type-related, as applicable).

(4) aerobatic manoeuvres and recovery:

(i) entry parameters; (ii) planning systems and sequencing of manoeuvres; (iii) rolling

manoeuvres; (iv) looping manoeuvres; (v) combination manoeuvres; (vi) entry and recovery from developed spins, flat, accelerated and inverted.

(5) emergency procedures:

(i) recovery from unusual attitudes;

(ii) drills to include the use of parachutes (if worn) and aircraft abandonment.

(d) Flying training

The exercises of the aerobatic flying training syllabus should be repeated as necessary until the applicant achieves a safe and competent standard. Having completed the flight training, the student pilot should be able to perform a solo flight containing a sequence of aerobatic manoeuvres. The dual training and the supervised solo training flights should be tailored to the category of aircraft and limited to the permitted manoeuvres of that type of aircraft. The exercises should comprise at least the following practical training items:

(1) confidence manoeuvres and recoveries:

(i) slow flights and stalls; (ii) steep turns; (iii) side slips; (iv) engine restart in-flight (if applicable); (v) spins and recovery; (vi) recovery from spiral dives; (vii) recovery from unusual attitudes.

(2) aerobatic manoeuvres:

(i) Chandelle; (ii) Lazy Eight; (iii) rolls; (iv) loops; (v) inverted flight; (vi) Hammerhead turn;

(vii) Immelmann.