

1 Explanation

1.1
This form is used for the application of a certificate of validation.

1.2
Before you apply you have to meet all the requirements (see appendix to this form).

1.3
Send the application to Kiwa Register, at the address stated above.

1.4
Incorrect or incomplete forms will not be processed.

1.5
Processing your application will take at least 10-15 working days.

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.

1.7
For additional information please visit our website: www.kiwaregister.nl.

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)	Private Mobile
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	

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Particulars of non-EU licence

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			

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Required documents to be submitted to this application

- 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	<i>I declare that:</i> <i>a) - I reside or I am established in The Netherlands or;</i> <i>- the place of business of the operator I am employed by is located in The Netherlands or;</i> <i>- the aircraft for which I require a validation is registered in The Netherlands.</i> <i>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.</i> <i>c) the information provided on this form is correct.</i>
8.2 The aircraft for which I require a validation is registered as	
8.3 Date	
8.4 Signature	

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 EU-licence according to EU-regulation 1178/2011 appendix III, 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 EU regulation 1178/2011 of 3 November 2011 and in the textblocks 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 8

Conditions for the acceptance of licences from third countries

1. Without prejudice to Article 12 of Regulation (EC) No 216/2008 and where there are no agreements concluded between the Union and a third country covering pilot licensing, Member States may accept third country licences, ratings or certificates, and associated medical certificates issued by or on behalf of third countries, in accordance with the provisions of Annex III to this Regulation.
2. Applicants for Part-FCL licences already holding at least an equivalent licence, rating or certificate issued in accordance with Annex 1 to the Chicago Convention by a third country shall comply with all the requirements of Annex I to this Regulation, except that the requirements of course duration, number of lessons and specific training hours may be reduced.
3. The credit given to the applicant shall be determined by the Member State to which the pilot applies on the basis of a recommendation from an approved training organisation.
4. Holders of an ATPL issued by or on behalf of a third country in accordance with Annex 1 to the Chicago Convention who 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 this Regulation may be given full credit as regards the requirements to undergo a training course prior to undertaking the theoretical knowledge examinations and the skill test, provided that the third country licence contains a valid type rating for the aircraft to be used for the ATPL skill test.
5. Aeroplane or helicopter type ratings may be issued to holders of Part-FCL licences that comply with the requirements for the issue of those ratings established by a third country. Such ratings will be restricted to aircraft registered in that third country. This restriction may be removed when the pilot complies with the requirements in point C.1 of Annex III.

ANNEX III

CONDITIONS FOR THE ACCEPTANCE OF LICENCES ISSUED BY OR ON BEHALF OF THIRD COUNTRIES

A. VALIDATION OF LICENCES

General

1. A pilot licence issued in compliance with the requirements of Annex 1 to the Chicago Convention by a third country may be validated by the competent authority of a Member State.

Pilots shall apply to the competent authority of the Member State where they reside or are established. If they are not residing in the territory of a Member State, pilots shall apply to the 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.

2. The period of validation of a licence shall not exceed 1 year, provided that the basic licence remains valid.

This period may only be extended once by the competent authority that issued the validation when, during the validation period, the pilot has applied, or is undergoing training, for the issuance of a licence in accordance with Part-FCL. This extension shall cover the period of time necessary for the licence to be issued in accordance with Part-FCL.

The holders of a licence accepted by a Member State shall exercise their privileges in accordance with the requirements stated in Part-FCL.

Pilot licences for commercial air transport and other commercial activities

3. In the case of pilot licences for commercial air transport and other commercial activities, the holder shall comply with the following requirements:

- (a) complete, as a skill test, the type or class rating revalidation requirements of Part-FCL relevant to the privileges of the licence held;
- (b) demonstrate that he/she has acquired knowledge of the relevant parts of the operational requirements and Part-FCL;
- (c) demonstrate that he/she has acquired language proficiency in accordance with FCL.055;
- (d) hold a valid Class 1 medical certificate, issued in accordance with Part-Medical;
- (e) in the case of aeroplanes, comply with the experience requirements set out in the following table:

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)
CPL(A)/IR	> 1000 hours as PIC in commercial air transport since gaining an IR	Commercial air transport in multi-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 multi-pilot aeroplanes as PIC	(d)
ATPL(A), CPL(A)/IR, CPL(A)	> 700 hours in aeroplanes other than TMGs, including 200 hours in the activity role for which acceptance is sought, and 50 hours in that role in the last 12 months	Commercial air transport in multi-pilot aeroplanes as PIC	(e)
CPL(A)	> 1500 hours as PIC in commercial air transport including 500 hours on seaplane operations	Commercial air transport in multi-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)
	> 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. 8. 4 of EU- regulation 1178/2011 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. 8.2 and 8.3 of EU- regulation 1178/2011 are applicable and for these licence holders there is a requirement to receive training at a certified ATO.

Pilot licences for non-commercial activities with an instrument rating

4. In the case of private pilot licences with an instrument rating, or CPL and ATPL licences with an instrument rating where the pilot intends only to exercise private pilot privileges, the holder shall comply with 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 to Part-FCL;
- (b) demonstrate that he/she has acquired knowledge of Air Law, Aeronautical Weather Codes, Flight Planning and Performance (IR), and Human Performance;
- (c) demonstrate that he/she has acquired language proficiency in accordance with FCL.055;
- (d) hold at least a valid Class 2 medical certificate (IR-checked) 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 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. 8.2 and 8.3 of EU- regulation 1178/2011 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.

In this case the training provided by the ATO leads to the issue of a PPL with instrument rating. For the issue of this licence and rating a candidate must hold a Dutch EU-medical appropriate for this licence and rating. 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.

Pilot licences for non-commercial activities without an instrument rating

5. In the case of private pilot licences, or CPL and ATPL licences without an instrument rating where the pilot intends only to exercise private pilot privileges, the holder shall comply with the following requirements:

- (a) demonstrate that he/she has acquired knowledge of Air Law and Human Performance;
- (b) pass the PPL skill test as set out in Part-FCL;
- (c) fulfil the relevant requirements of Part-FCL 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 that he/she has acquired language proficiency in accordance with FCL.055;
- (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 paragraph 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

Validation of pilot licences for specific tasks of limited duration

6. Notwithstanding the provisions of the paragraphs above, in the case of manufacturer flights, Member States 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 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 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.

7. Notwithstanding the provisions of the paragraphs above, Member States may, for, competition flights or display flights of limited duration, accept a licence issued by a third country allowing the holder to exercise the privileges of a PPL, SPL or BPL provided:

- (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; and
- (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.

8. Notwithstanding the provisions of the paragraphs above, Member States may accept a PPL, SPL or BPL 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 the applicant:

- (a) holds an appropriate licence and medical certificate and associated ratings or qualifications issued in accordance with Annex 1 to the Chicago Convention; and
- (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

pt. 6, 7 and 8 Validation of pilot licences for specific tasks of limited duration

Since the application of such a validation of pilot licenses 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.

B. CONVERSION OF LICENCES

1. A PPL/BPL/SPL, a CPL or an ATPL licence issued in compliance with the requirements of Annex 1 to the Chicago Convention by a third country may be converted into a Part-FCL PPL/BPL/SPL with a single-pilot class or type rating by the competent authority of a Member State.

2. The holder of the licence 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 Part-FCL;
- (c) fulfil the requirements for the issue of the relevant class or type rating, in accordance with Subpart H;
- (d) hold at least a Class 2 medical certificate, issued in accordance with Part-Medical;
- (e) demonstrate that he/she has acquired language proficiency in accordance with FCL.055*;
- (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 "Aanvraag bewijs van bevoegdheid vliegtuigen (A) en helikopters (H)" which you can find at www.kiwaregister.nl.

C. 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 Part-FCL licence 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 3175 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 class.

Information:

C. ACCEPTANCE OF CLASS AND TYPE RATINGS

In contrast with the other here mentioned third country licences with class or typerating, in this case a FCL-licence is required. Based upon art. 8.5 of EU- regulation 1178/2011 valid class of typeratings in your third country license can be accepted in a FCL-license 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/typerating, 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/typerating the application form which you can find at www.kiwaregister.nl.