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vous offre France un nombre plus du certains d'avantages, (en soutien et de l'aide de nombreux spécialistes), en terme de réduction sur vos abonnements auprès de revues, location auto et autres.. Rejoignez notre

association, participez au maintien notre espace aérien, que vous soyez industriel, pilote propriétaire. Voler n'est pas un privilège, et l'espace aérien ne doit pas devenir un lieu de de restrictions.

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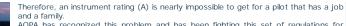
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AOPA has recognized this problem and has been fighting this set of regulations for many years. It has been the main subject that AOPA has been putting back on the negotiation table for 20 years.

In partnership with the French CAA and the FFA, the French Federation of Aero clubs, a

new rating was officially announced on June 24th at the Paris Air Show: the instrument rating for private pilots.

The new Instrument Rating



To allow PPL pilots to take a course (written and flight training) that it orientated towards their

One the training is completed: the PPL is allowed to fly instruments on the same basis as any other professional pilot and adopts the same minimums.

This French License allows French PPL holders to fly IFR on French registered airplanes within

French airspace

There is a provision for foreign IR holders (FAA IR holders) to validate their US IR on their French license.

This French IR meets and exceeds all ICAO requirements for instrument flying licenses and, therefore, could be accepted by any other country that observes ICAO recommendations

Written Exam



Under the responsibility of an FTO (Flight training Organization) the student studies all the

pertinent subjects.

The written exams for private pilots is centered around the subjects that are pertinent to the conduct of IFR flights using single or twin engine pistons up to FL195. No references to questions such as the hydraulic systems of airliners or the calculation of the Mach number! Only subjects relevant to what a pilots needs to know. Once the student has completed all his learning objectives, he is signed by the FTO to take the written (exactly like in the USA, except that there are none "one CFII" operations.)

Reference of Learning objective	Exam	Time limit (mn)	Nb qcm
010 + 040 + 092	Air Law Radiocommunications IFR Human factors	75	33
022 + 062	Instrumentation and Radionavigation	60	39
033 + 050	Flight planning and flight following Weather	110	58
TOTAL		245	150

The flight training does not change. French IR pilots have been trained for decades with a good level of proficiency. The practical

The flight training does not change. French IR pilots have been trained for decades with a good level of proficiency. The practical training meets all ICAO requirements. 40 hours of flight training, with credits for simulator use.

But there are some fundamental changes.

Although the FTO is responsible for the proficiency level of the student, it can accept that part of the training (up to 30 hours) is done by CFI's that are contractually related to the FTO but are training their students within an aero club or on the plane owned by the student. That novelty insures that although the FTO remains in charge of the training, the cost of the training can be driven down drastically. When the flight training is completed, the student takes the practical.

It is a simple, efficient and elegant manner of solving a problem that has lasted to long!

Foreign Instrument rating validation

The holder of a foreign IR, ICAO compliant, may request the validation of his IR on his French license Once again, the rules are simple

The holder of an ICAO compliant IR, with 100 total hours of Instrument flying (sim time, dual time, simulated and actual time, including hours of training received towards obtaining his IR) goes to an FTO that will conduct an assessment of the level of the applicant and conduct a skill test. Upon successful completion of the skill test, the ICAO IR is validated on the French license.

The future



This is a French only rating How can it evolve in the future?

AOPA France and the French CAA have been very careful to stick to ICAO requirements and exceed them in all aspects of the training. Therefore, the French Instrument rating for Private

Pilots is ICAO compiliant.

EASA, the European Aviation Safety Agency, has put together a working group that is working on solving exactly the same problems that have given birth to the French rating. We are hoping that the French experience will be used by EASA to speed up the work undertaken by the FCL 008 workgroup.

In the meantime, other countries in Europe could decide to accept the French rating as an ICAO compliant rating, signing a sort of bilateral agreement with France under which French rated pilots could fly into other European countries such as Germany, the UK or any other European country. If enough European countries accept the French rating, EASA could decide to adopt a system that is already functional and has been proven as a functioning alternative.

The first candidates should be taking their exams (written and practical skill test) as early as September.

AOPA France wishes to thank and recognize the enormous amount of implication of M. Patrick Gandil, General Director of the French DGAC, M. Maxime Coffin, Head of the mission for general Aviation, French DGAC, M. Jean-Yves Pieri, French DGAC and Jean-Michel Ozoux, President French federation of aero clubs.

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