

### Frequently Asked Questions

1. Can a Third Country PPL holder fly with an SX- registered aircraft in Greece?
2. Can a Third Country PPL/IR holder fly with an SX- registered aircraft in Greece?
3. A holder of a Third Country licence wants to convert the licence to an HCAA EASA Part-FCL one. Does he/she have to complete all the theoretical examinations for the level the licence is to be converted to?
4. A holder of a Part-FCL PPL licence issued by a Third Country, holds a night rating and he/she is currently enrolled at an ATPL integrated course in an ATO approved by one of the EASA Member States. Will that PPL be recognised for training credits after December 31, 2020?

### 1. Can a Third Country PPL holder fly with an SX- registered aircraft in Greece?

**Regulation (EU) 2020/723:** Article 7 Sets out the conditions for non-commercial activities without an IR, which does permit holders of PPL, or CPL and ATPL licences issued in compliance with the requirements of Annex I to the Chicago Convention by a Third Country and without an IR where the pilot intends only to exercise PPL privileges, where the holder complies with all of the following requirements:

- demonstrates knowledge of Air Law and Human Performance;
- passes the PPL Skill Test as set out in FCL.235 of Annex I (Part-FCL) to Regulation (EU) No 1178/2011;
- fulfils 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;
- holds at least a Class 2 medical certificate issued in accordance with Annex I to the Chicago Convention;
- demonstrates language proficiency in accordance with FCL.055 of Annex I (Part-FCL) to Regulation (EU) No 1178/2011;
- has a minimum experience of at least 100 hours as pilot in the relevant category of aircraft.

### 2. Can a Third Country PPL/IR holder fly with an SX- registered aircraft in Greece?

**Regulation (EU) 2020/723:** Article 6 - Sets out the conditions for non-commercial activities with an IR which does permit holders of PPL with an IR, or CPL and ATPL with an IR issued in compliance with the requirements of Annex I to the Chicago Convention by a Third Country where the pilot intends only to exercise PPL privileges. Holders shall comply with all of the following requirements:

- complete the Skill Test for IR 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;
- demonstrate knowledge of Air Law, Aeronautical Weather Codes, Flight Planning and Performance (IR) and Human Performance;
- demonstrate language proficiency in accordance with FCL.055 of Annex I (Part-FCL) to Regulation (EU) No 1178/2011;
- hold at least a valid Class 2 medical certificate issued in accordance with Annex 1 to the Chicago Convention;
- have a minimum experience of at least 100 hours of instrument flight time as pilot in command ('PIC') in the relevant category of aircraft.

**3. A holder of a Third Country licence wants to convert the licence to an HCAA EASA Part-FCL one. Does he/she have to complete all the theoretical examinations for the level the licence is to be converted to?**

- See also the **Conversion of an ICAO Annex I Compliant ATPL** paragraph in our website under 'License Conversions'.
- Anyone wishing to convert a Third Country licence shall comply with [Commission Delegated Regulation \(EU\) 2020/723](#) and pass the entire set of FCL.025 theoretical examinations in all subjects required by the licence level.
- **Special Provision for Regulation (EU) No 1178/2011: ANNEX I (Part-FCL) FCL.025 Theoretical Knowledge Examinations;**
- The current EASA guidance and policy stipulates that **only** theoretical knowledge examinations within the validity period of [FCL.025\(c\)\(1\)](#) are acceptable for conversion purposes.
- Regardless of which Member State the examinations are completed in; the validity period shall be counted from the day when the pilot successfully completes the theoretical knowledge examination, in accordance with FCL.025(b)(2).
- If your examinations are within the 36 months validity period from the day when you successfully completed the theoretical knowledge examination, then the theoretical knowledge examinations will be accepted for the purposes of conversion under [Commission Delegated Regulation \(EU\) 2020/723](#).
- If your date of completion is greater than 36 months from the date of passing all examinations, you shall in accordance with [Commission Delegated Regulation \(EU\) 2020/723](#) complete and pass an entire set of FCL.025 theoretical examinations in all subjects required by the licence level.
- You are recommended to regularly visit the EASA website for changes. This FAQ will be updated in accordance with EASA policy and guidance.

**4. A holder of a Part-FCL PPL licence issued by a Third Country, holds a night rating and he/she is currently enrolled at an ATPL integrated course in an ATO approved by one of the EASA Member States. Will that PPL be recognised for training credits after December 31, 2020?**

Under the EU Aircrew Regulation (EU) No 1178/2011 a student may be admitted to training either as an ab-initio entrant or as a holder of a PPL(A) or PPL(H) issued in accordance with Annex 1 to the Chicago Convention. In the case of a entrant already holding a PPL(A) or PPL(H), 50% of the hours flown prior to the course can be credited, up to a maximum of 40 hours flying experience, or 45 hours if an aeroplane night rating has been obtained, of which up to 20 hours may count towards the requirement for dual instruction flight time.

Therefore, you may benefit of credits up to the abovementioned limits. As student pilot enrolled in an ATPL integrated course, you will also need a Part-MED medical certificate issued by an EASA Member State competent authority before your first solo flight (Point MED.A.030 (a) of Aircrew Regulation (EU) No 1178/2011).