



GUIDELINES FOR AIRPLANE CLASS RATING
LICENSE ENDORSEMENT

SECTION 1 - GENERAL

1.1 PURPOSE

This Advisory Circular provides specific guidance and information for individuals, flight instructors and operators regarding aircraft class ratings. It explains the criteria used to determine how a class ratings are assigned, and the procedures for obtaining and maintaining such ratings in accordance with the Philippine Civil Aviation Regulations.

1.2 STATUS OF THIS ADVISORY CIRCULAR

This AC is an original issuance.

1.3 APPLICABILITY

This Advisory Circular applies to the following entities:

1. Holders of flight crew licenses issued under PCAR Part 2.
2. Approved Training Organizations
3. Operators conducting training or checking activities.
4. CAAP personnel responsible for certification and licensing oversight.

1.4 RELATED REGULATIONS

This Advisory Circular is issued in accordance with the Philippine Civil Aviation Regulations (PCAR) and ICAO Annex 1.

- Advisory Circulars are intended to provide advice and guidance to illustrate a means, but not necessarily the only means, of complying with the regulations, or to explain certain regulatory requirements by providing informative, interpretative and explanatory material.
- Where a regulation contains the words "prescribed by the Authority," the AC may be considered to "prescribe" a viable method of compliance, but status of that "prescription" is always "guidance" (never regulation).

PCAR

Part 2.2.2.2 – Ratings

Part 2.3.2.3 – Class Ratings - Airplane and Helicopter and Powered-Lifts

Part 2.2.6.4 - Knowledge and Skill Tests and Checks: Prerequisites and Passing Grades

ICAO

Annex 1 – Chapter 2.1.3 – Class and Type Ratings

1.5 DEFINITIONS & ACRONYMS

- A. The following definitions are used in this advisory circular-
1. **Aircraft Type:** A specific make and model of aircraft.
 2. **Authorized Instructor:** A person authorized by the CAAP to provide ground and/or flight training and endorse an applicant's logbook or application for a pilot certificate, rating, or authorization in accordance with the applicable regulations.
 3. **Aircraft Variant:** a specific model of an aircraft that has differences from a base model, often involving performance, weight, or configuration, and typically require specific differences training or familiarization when transitioning from one to another.
 4. **Class Rating:** A rating on a pilot's license that permits the holder to operate aircraft within a specific "class" (a subdivision within an aircraft category with similar operating characteristics, such as propulsion or landing gear). Examples within the "Airplane" category include Single-Engine Piston Land, Multi-Engine Piston Land, Single-Engine Piston Sea, and Multi-Engine Piston Sea.
 5. **Logbook Endorsement:** A logbook entry made by an authorized instructor or examiner to attest that an applicant has met specific training or experience requirements for a new privilege, rating, or test.
 6. **Ratings:** Privileges or limitations placed on a license. Aircraft ratings (class and type) define the specific aircraft that a pilot is qualified to operate.
 7. **Skill Test:** A practical assessment or flight check where an applicant must demonstrate the degree of skill and competency required to safely perform the tasks and maneuvers appropriate to the license or rating sought, including normal and emergency procedures, to an authorized examiner.
 8. **Manufacturer:** The entity responsible for the design, production, and airworthiness certification of an aircraft.

9. **Maximum Take-off Weight (MTOW):** The maximum weight an aircraft is certified to have at the moment of takeoff, as determined by the manufacturer.

B. The following acronyms are used in this advisory circular-

1. AC	-	Advisory Circular
2. CAAP	-	Civil Aviation Authority of the Philippines
3. EFIS	-	Electronic Flight Instrument System
4. MELP	-	Multi-Engine Land Piston
5. MESP	-	Multi-Engine Sea Piston
6. MP	-	Multi Pilot
7. MTOW	-	Maximum take-off weight
8. SELP	-	Single-Engine Land Piston
9. SESP	-	Single-Engine Sea Piston
10. SP	-	Single Pilot
11. SLPC	-	Single Lever Power Control
12. P	-	Cabin Pressurization
13. PCAR	-	Philippines Civil Aviation Regulations
14. RU	-	Retractable Undercarriage
15. T	-	Turbo- / Super-Charged Engines
16. VP	-	Variable Pitch Propellers

SECTION 2 – RESPONSIBILITIES

2.1 APPLICANT RESPONSIBILITIES

1. An applicant shall have completed ground and flight training provided by an authorized instructor.
2. Obtain a logbook endorsement attesting to training completion and;
3. Successfully pass the prescribed skill test.

2.2 FLIGHT INSTRUCTOR RESPONSIBILITIES

1. The flight instructor is responsible for training the pilot applicant to acceptable standards across all subject matter areas, procedures, and maneuvers included in the Tasks within each Area of Operation, as defined in the relevant pilot skill test standard.
2. Given the critical impact of their teaching activities in developing safe, proficient pilots, flight instructors must exhibit a high level of knowledge and skill, and

demonstrate the ability to effectively impart that knowledge and skill to their students.

3. Throughout the applicant's training, the flight instructor is responsible for consistently emphasizing and ensuring the performance of effective visual scanning and collision avoidance procedures.
4. The flight instructor shall be responsible in issuing endorsement document and logbook endorsement upon successful completion of each training.
5. The flight instructor shall submit completed training reports to the Civil Aviation Authority of the Philippines, Attention: Licensing and Certification Department, FSIS for appropriate recording and filing.

SECTION 3 –TRANSITIONING BETWEEN AIRCRAFT UNDER CLASS RATING

3.1 AIRCRAFT FROM DIFFERENT MANUFACTURERS

Pilots intending to transition between aircraft types/manufacturer within the same class rating shall complete the required differences training as may be required by the manufacturer and/or provided by an authorized instructor and successfully pass the prescribed skill test.

3.2 VARIANTS OF SAME AIRCRAFT TYPE

Pilots intending to transition between variants of the same aircraft type under a class rating shall complete the required familiarization training provided by an authorized instructor.

Note: All differences and familiarization training completed by the applicant shall be endorsed in the pilot logbook by an authorized instructor.

SECTION 4 – KNOWLEDGE AND SKILL TESTING

4.1 KNOWLEDGE TEST SUBJECTS

The subjects listed below incorporate all areas of study required for the initial issue of a class rating.

1. Single-Engine Land Piston
2. Single-Engine Sea Piston
3. Multi-Engine Land Piston

4. Multi-Engine Sea Piston

Note: Knowledge examination subjects for aircraft types under a class rating will no longer be offered.

4.2 SKILL TESTING

Applicants shall be guided by the following regulation.

PCAR 2.3.2.3 (b) Skill.

“(1) The applicant for a class rating shall:

- (i) have received an endorsement from an authorized instructor who certifies that the person is prepared for the required skill test;*
- (ii) pass the required skill test on the subjects listed in IS 2.3.3.2 or 2.3.3.3 Appendix B (for airplane) or IS 2.3.3.6 or IS 2.3.3.7 Appendix B (for helicopter), as applicable.*

(2) Where applicable the skill test shall include instrument procedures, including instrument approach and landing procedures under normal, abnormal and emergency conditions including simulated engine failure.”

SECTION 5 – VALIDITY AND RENEWAL OF CLASS RATING

Applicants shall be guided by the following regulation.

PCAR 2.3.2.3

“(d) Validity: Subject to compliance with the requirements specified in this Part, the validity period of:

- (1) a multi-engine class rating is 1 calendar year;*
- (2) a single-engine class rating is 2 calendar years.*

(e) Renewal.

(1) For the renewal of a single-engine class rating the pilot shall:

- (i) within the preceding 24 calendar months, complete a proficiency check*

on areas of operation listed in IS 2.3.3.2, Appendix B for PPL or IS 2.3.3.3 Appendix B for CPL (for airplane) or IS 2.3.3.6 Appendix B for PPL or IS 2.3.3.7 Appendix B for CPL (for helicopter), as applicable; or

(ii) have completed 12 hours flight time within the 12 months preceding the expiry date.

(2) For the renewal of a multi-engine class rating the pilot shall:

(i) within the preceding 12 calendar months, complete a proficiency check on the subjects listed in IS 2.3.3.2 Appendix B for PPL or IS 2.3.3.3 Appendix B for CPL (for airplane) or IS 2.3.3.6 Appendix B for PPL or IS 2.3.3.7 Appendix B for CPL (for helicopter), as applicable; and

(ii) have completed 10 route sectors within the 3 months preceding the expiry date.

(3) Where applicable the proficiency check shall include instrument procedures, including instrument approach and landing procedures under normal, abnormal and emergency conditions, including simulated engine failure.

(4) If a pilot takes the proficiency check required in this section in the calendar month before or the calendar month after the month in which it is due, the pilot is considered to have taken it in the month in which it was due for the purpose of computing when the next proficiency check is due."

SECTION 6 – CLASS RATING LICENSE ENDORSEMENT LIST

These lists provide users with a consolidated overview of class rating designations and associated license endorsements. These lists do not include information for all aircraft as they are part of a class rating, single-engine land piston (SELP), single-engine sea piston (SESP), multi-engine land piston (MELP), multi-engine sea piston (MESP) separated by maximum take-of weight (MTOW) based on the current active aircraft listing of the CAAP.

Manufacturer	Aircraft model / name	License endorsement	Variants	Remarks
All manufacturers	Single-engine land piston	Single-engine land piston	√	
	Single-engine land piston with variable pitch propellers (VP)			

	Single-engine land piston with retractable undercarriage (RU)			Single-pilot, single-engine piston aircrafts with maximum take-off weight of 3850 lbs. / 1746kgs
	Single-engine land piston with turbo- / super-charged engines (T)			
	Single-engine land piston with cabin pressurization (P)			
	Single-engine land piston with tail wheels (TW)			
	Single-engine land piston with electronic flight instrument system (EFIS)			
	Single-engine land piston with single lever power control (SLPC)			
All manufacturers	Single-engine sea piston	Single-engine sea piston	√	Single-pilot, single-engine piston aircrafts with maximum take-off weight of 3850 lbs. / 1746 kgs
	Single-engine sea piston with variable pitch propellers (VP)			
	Single-engine sea piston with turbo- / super-charged engines (T)			
	Single-engine sea piston with cabin pressurization (P)			
	Single-engine sea piston with electronic flight instrument system (EFIS)			
	Single-engine sea piston with single lever power control (SLPC)			

All manufacturers	Multi-engine land piston	Multi-engine land piston	√	Single pilot, multi-engine piston aircraft with maximum take-off weight of 6100 lbs. / 2767 kgs
	Multi-engine land piston with electronic flight instrument system (EFIS)			

All manufacturers	Multi-engine sea piston	Multi-engine sea piston	√	Single pilot, multi-engine piston aircraft with maximum take-off weight of 6100 lbs. / 2767 kgs
	Multi-engine sea piston with electronic flight instrument system (EFIS)			

End of Advisory Circular

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