



CREDIT REPORT

Ref.

*article 10 sub 3. of Commission Regulation (EU) No 1178/2011 of 3 November 2011
laying down technical requirements and administrative procedures related to civil
aviation aircrew pursuant to Regulation (EC) No 216/2008 of the European
Parliament and of the Council*



Table of Contents

Table of Contents	2
1. Abbreviations, acronyms and definitions	3
1.1 Definitions	3
1.2 Abbreviations and acronyms	4
2. Foreword	5
3. Description of the national requirements on the basis of which the Diploma for graduated higher education has been issued	5
3.1 General	5
4. Scope of the privileges that have been granted to the pilots	9
5. Indication to which requirements of Annex I, a credit has to be granted	9
5.1 Theoretical knowledge	9
5.2 Flight experience	10
5.2.1 For CPL(A) and IR(A):	10
5.2.2 For CPL(H) and/or IR(H):	12
5.3. Theoretical examinations	14
5.4 Skill test	15
5.5 Flight instructors (FI)	15
5.5.1 For FI(A):	15
5.5.2 For FI(H):	17
6. Indication of limitations (if any) that need to be included on the PART-FCL licences and indication of any requirements pilots have to comply with, in order to remove the limitations	18
7. Copies of all documents required, ensuring all elements above have been covered, accompanied by copies of the relevant national requirements and procedures	18
7.1 DG CAA will require following documents from the applicant:	18
7.2 DG CAA will require following documents from the applicant for FI privileges:	19
7.3 Authority procedures	20
Attachment 1: Diploma for graduated higher education, Annex to the Diploma and State Exam	21
Attachment 2: Flying experience evidence form, issued by the military services of the Republic of Bulgaria	28



1. Abbreviations, acronyms and definitions

1.1 Definitions

“Shall/Must” - positive imperative, which imposes an obligation or a requirement;

“Shall not/Must not” - negative imperative, which imposes a prohibition;

“May” - positive permission, gives permission to do something;

“Need not” - negative permission, gives permission not to do something;

“Required” – means that crediting is not applicable;

“Regulation (EU) No 1178/2011” - Commission Regulation (EU) No 1178/2011 of 3 November 2011 laying down technical requirements and administrative procedures related to civil aviation aircrew pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council, including its amendments and AMCs and GMs;

“Regulation (EU) 2018/1139” - Regulation (EU) 2018/1139 of the European Parliament and of the Council of 4 July 2018 on common rules in the field of civil aviation and establishing a European Union Aviation Safety Agency, and amending Regulations (EC) No 2111/2005, (EC) No 1008/2008, (EU) No 996/2010, (EU) No 376/2014 and Directives 2014/30/EU and 2014/53/EU of the European Parliament and of the Council, and repealing Regulations (EC) No 552/2004 and (EC) No 216/2008 of the European Parliament and of the Council and Council Regulation (EEC) No 3922/91, including its amendments and AMCs and GMs.



1.2 Abbreviations and acronyms

A	Airplane
ATO	Approved Training Organisation
ATPL	Air Transport Pilot Licence
AMC	Acceptable means of compliance
DG CAA	Civil Aviation Administration of the Republic of Bulgaria
CPL	Commercial Pilot Licence
EASA	European Aviation Safety Agency
EC	European Commission
EU	European Union
GM	Guidance material
H	Helicopter
ICAO	International Civil Aviation Organization
IFR	Instrument flight rules
IMC	Instrument Meteorological Conditions
IR	Instrument Rating
ME	Multi engine
PBN	Performance-based navigation
PF	Pilot Flying
PIC	Pilot In Command
PNF	Pilot Non Flying
SE	Single engine
VMC	Visual Meteorological Conditions



2. Foreword

Article 10, p. 3. of Commission Regulation (EU) No. 1178/2011, requires a Member State to establish a credit report in consultation with the European Aviation Safety Agency (EASA). Such credit report shall describe how the Member State intends to convert national military flight crew licences into Part-FCL licences compliant with the aforementioned Regulation, laying down technical requirements and administrative procedures related to civil aviation aircrew pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council.

Bulgarian military pilots study at the Bulgarian Air Force Academy (former Higher Military Aviation Academy). After graduation, which includes theoretical and practical training, the pilots get a "Diploma for graduation of higher education" and no national military flight crew licenses or other special military certificates are issued to them. The Diploma states explicitly the conditions for training on the subject matter "pilot" which has been considered as a Military Pilot License. The Diploma has an Annex, stating the subjects and disciplines that the military pilots have studied, the larger part of these correspond to the theoretical training for the ATPL, in accordance to the Regulation (EU) No 1178/2011.

This report describes the knowledge, experience and skills obtained during the military service and shall be a base to give a credit to the military pilots for the purposes of licensing in accordance with Regulation (EU) No 1178/2011.

3. Description of the national requirements on the basis of which the Diploma for graduated higher education has been issued

3.1 General

In order to be granted with the "Diploma for graduation of higher education", the pilot is required to undergo a theoretical and practical training, in accordance with the programs for training of military pilots at the Higher Military Aviation Academy. See Attachment 1 „Diploma for graduation of higher education“ attached herewith.



Thorough description of the theoretical disciplines has been given in Attachment 1 (Annex to the Diploma) attached herewith.

The military pilots undergo a state exam, certifying the successful graduation of their flying training. See Attachment 1 „State exam“, attached herewith.

The basic document that sets rules the requirements for pilots in military services of the Republic of Bulgaria is the Defence and Military Forces Act of the Republic of Bulgaria and Regulation No. H-15. Further administrative procedures and guidance are set in one separate document (Order No. 3HO-371/28.12.2011) plus a general document regarding the training of the pilots (these can be found in Annexes of this Credit report):

3.2 The Ministry of Defence acknowledges three classes (Class I-III) of military pilots. The basic requirements for respective classes issued by Ministry of Defence are:

3.2.1 Class III Military Pilot – should be trained for single fighting activities, during day light, at simple weather conditions, which should be a module from the range of the fighting (flying) programs for the relevant kind of aviation training and who should have successfully completed the drill on combat of VMC.

3.2.2 Class II Military Pilot – should be trained for single fighting activities during day, at IMC and during night at VMC, within the range of the fighting (flying) programs for the relevant kind of aviation training and who should have successfully completed the drills on combatting during day in IMC and night in VMC, as well as take-off and landing within the established day IMC weather minima.

3.2.3 Class I Military Pilot should be trained for fighting activities as follows:

3.2.3.1 From fighter, intelligence, transport aviation activities (aeroplanes and helicopters) and the maritime aviation – acting single at night, in IMC, within the range of the fighting (flying) programs for the relevant kind of aviation training, who should have successfully completed the drill on the combat in IMC during night.

3.2.3.2 From offence (attack) aviation (aeroplanes and helicopters), acting single at night, at VMC, within the range of the relevant training programs for combat (flying) for the type of aviation training, who should have successfully completed the drill on combatting at night in IMC, as well as piloting of aeroplanes and helicopters at night in IMC, take-off and land within the established weather minima, at night in IMC.



3.2.4 The higher military academy pilots, performing training flights, applying for higher class of rating, should meet the following requirements:

3.2.4.1 Class III Military Pilot – should be trained for fighting activities, acting single, during day, in VMC, within the range of the fighting (flying) training programs for the relevant type of aviation, who should have successfully completed fighting drills in VMC (according to the type of training) and who should have been admitted to instructors activity during day, in VMC.

3.2.4.2 Class II Military Pilot – should be trained for fighting activities, acting single, during day, in IMC, with piloting techniques and flying an aeroplane or a helicopter at night in VMC, within the range of the fighting (flying) training programs for the relevant type of aviation, who should have successfully completed fighting drills in IMC (according to the type of training) and who should have been admitted to take off and landing within the established weather minima, during day, in IMC, admitted to instructors activity during day, in IMC.

3.2.4.3 Class I Military Pilot - should be trained for fighting activities, acting single, during night, in VMC, within the range of the within the range of the fighting (flying) training programs for the relevant type of aviation, who should have successfully completed fighting drills in VMC (according to the type of training) and who have been admitted to instructors activity during night in VMC.

3.2.4.4 Military pilots, employed by the Military Academies (Schools), as instructors, holding a class II or III, acquired in other type aviation, should meet the following requirements:

3.2.4.4.1 Class II Military Pilot should have been admitted to instructors' functions on the type of the training aeroplane, during day in VMC and during day in IMC.

3.2.4.4.2 Class I Military Pilot should have been admitted to instructors' functions on the type of the training aeroplane, during night in VMC.

3.2.5 The Co-pilots of the combat helicopters should gradually be granted the Class III, II and I.

3.2.5.1 The Co-pilots of the combat helicopters, applying for attaining a level of rating for Class III, II or I, should be trained for fighting activities within the range of the volume of training for fighting (flying) activities, according to the kind of aviation, within a crew, during day and night, with flying hours as a Co-pilot, as follows:



3.2.5.1.1 For Class III, not less than 50 flying hours.

3.2.5.1.2 For Class II, not less than 100 flying hours.

3.2.5.1.3 For Class I, not less than 150 flying hours.

3.3 All candidates are to sit theoretical examinations and undergo special flight checks, after all pre-requisites for assignment of a higher class of rating have been met.

3.3.1 Theoretical examinations for all pilots - " Aircraft general knowledge - airframe/systems/power plant", " Operation Manual of Aircraft (Helicopters)," "Practical aerodynamics", "Navigation", " Meteorology", "Aviation Tactics" Air Force P-2-1.1 " Manual for Planning, organization, implementation, management and provision of air traffic with military aircraft", Air Force P-2-1.2, " Manual on the General rules of the air " and Ground equipment communication, information and navigation support.

Pilots of a military aircraft (airplanes and helicopters), performing flights overseas have also been checked for their radiotelephony in English.

3.3.2 Special proficiency checks for "Class III", "Class II" and "Class I" have been carried out by the relevant authorized examiners as follows:

3.3.2.1 Class III Military Pilot – day in VMC.

3.3.1.2 Class II Military Pilot – day in IMC at the established weather minima.

3.3.1.3 Class I Military Pilot – night, in IMC at the established weather minima

3.4 All members of Flight crew are required to annually confirm their grade of class assignment as follows:

3.4.1 All military pilots from the military-transport and helicopters' aviation division, having fulfilled the scheduled flying activities on their preparation for operation of flights, completed by a check of their professional abilities, declaring them fit to serve in the conditions corresponding to their Class, to a mark, not lower than "Good", performing landing in the established weather minima (with the exception of Class III military pilots).

3.4.2 The Co-pilots of the combat helicopters, who have operated during the year, the planned flying activities, completed by a check of their professional eligibility, defining they are fit to be serving in the conditions, corresponding to their Class, to a mark, not lower than "Good" within the flight crew.



4. Scope of the privileges that have been granted to the pilots

The military pilots in the Republic of Bulgaria have been entitled to operate within the airspace of the Republic of Bulgaria - Day, Night, VFR and IFR.

5. Indication to which requirements of Annex I, a credit has to be granted

5.1 Theoretical knowledge

Following the analyses of the studied disciplines at the Higher Military Aviation Academy, compared to the required quantity and contents of the theoretical training as foreseen in Regulation (EU) No 1178/2011 of 3 November 2011, the following conclusions have been made:

a) military pilots have been credited 63 % of the required theoretical training according to Annex I of Regulation (EU) No 1178/2011 of 3 November 2011 for an ATPL which also cover the Area 100 KSA, included in suitable proportions and will attend an additional theoretical training, as shown in table below:

	Subjects in National Military University	Additional Hours of Theoretical Training in ATO	
		ATPL(A)	ATPL(H)/IR(H)
010	Air law	40	40
021	Aircraft general knowledge	6	6
022	Aircraft general knowledge: instrumentation	14	14
031	Mass and balance	30	30
032	Performance - airplane	24	-
033	Flight planning and flight monitoring	30	30
034	Performance - helicopter	-	24
040	Human performance	10	10
050	Meteorology	15	15
061	General navigation	20	20
062	Radio navigation	16	16
070	Operational procedures	26	26
081	Principles of flight - airplane	4	-
082	Principles of flight - helicopter	-	4
090	Communications	40	40
	Total	275	275



5.2 Flight experience

5.2.1 For CPL(A) and IR(A):

The military pilots with flight experience on an aeroplane of more than 200 hours flight experience, obtained during their active service, shall be credited for the applicable requirements for obtaining Part-FCL licence as follows:

References from Regulation (EU) No 1178/2011	Crediting conditions	Remarks
FCL.300	Required	
Theoretical knowledge	Required to be passed successfully in the volume determined in point 5.1 of this credit report.	The theoretical knowledge course shall be approved by the DG CAA and completed in an ATO holding a certificate issued by DG CAA.
Flying training	The flight training program shall be at least *32 (point 1 to 4) or at least 25 (p. 1+p.3+p.5) hours and includes all the items listed below: 1. SEP (Land): in full the volume according Regulation (EU) No 1178/2011 of 3 November 2011 requirements; 2. MEP (Land): in full the volume according Regulation (EU) No 1178/2011 of 3 November 2011 requirements; 3. CPL(A): 20% of the required 25 hours; 4. IR/PBN SE&ME: 30% of the required 55 hours. The instrument flight instruction shall include at least 10 hours in an IFR-certificated airplane. 5. IR/PBN SE: If only SEP (land) is used for the flight training than 30% of the required 50 hours for IR/PBN SE. The instrument flight instruction shall include at least 10 hours in an IFR-certificated airplane. To be approved for the program, the applicants shall have a minimum of flight experience as a military pilot, as follows: ≥ 200 total flight hours: Mandatory condition. <i>In case the candidate has less than 200 flight hours, he/she is not eligible for crediting, does not fall within the scope of this report and shall pass all the necessary training in accordance with the Regulation (EU) No 1178/2011 of 3 November 2011.</i> ≥ 55 hours of flight time under IFR; ≥ 50 hours of flight time as a PIC, of which 10 hours shall be cross-country flights; ≥ 5 hours of flight time at night as PIC;	The flight training shall be approved by the DG CAA and completed in an ATO holding a certificate issued by DG CAA. * In the case that the applicant has less of the flight experience required for any of the individual trainings (CPL(A), IR/PBN SE&ME, Night rating, aeroplane certificated for the carriage of at least 4 persons that has a variable pitch propeller and retractable landing gear), the missing hours shall be included in the training program in order to obtain the needed additional relevant training. In the case that the applicant has less than 50% of the flight experience required for any of the individual trainings (CPL(A), IR/PBN SE&ME, Night rating, aeroplane certificated for the carriage of at least 4 persons that has a variable pitch propeller and retractable landing gear), he/she shall complete the full flight training in accordance with Regulation (EU) No 1178/2011 of 3 November 2011 for each of the abovementioned trainings. In case that the applicant has less than the required hours of flight time as a PIC, he/she shall have to obtain



	≥5 hours in an aeroplane certificated for the carriage of at least 4 persons that has a variable pitch propeller and retractable landing gear.	the necessary flight hours in order to fulfil the requirements of the crediting program. A military pilot who has not flown for more than three years shall have to complete the full CPL(A) flight training in accordance with Regulation (EU) No 1178/2011 of 3 November 2011. A military pilot who has not flown for more than seven years shall have to complete full CPL(A) and IR/SE&ME flight training in accordance with Regulation (EU) No 1178/2011 of 3 November 2011.
FCL.320	Required	
FCL.725	Required	
FCL.720.A(a)(1)	Credited if the pilot has ≥70 PIC hours in the civil aviation	
FCL.720.A(a)(2)(i)	Required	
FCL.720.A(a)(2)(ii)	Required	
FCL.720.A(b)(1)	Credited if the pilot has ≥70 PIC hours in the civil aviation	
FCL.720.A(b)(2)	Required	
FCL.720.A(b)(3)	Required	
FCL.720.A(b)(4)	Required	
FCL.720.A(b)(5)	Not required	
FCL.500	Required	
FCL.510.A(b)	Credited if the pilot has ≥1500 flight hours in the civil and/or military aviation	The requirements for hours in a FFS are recognized only for those FFS certified in accordance with Regulation (EU) No 1178/2011 of 3 November 2011.
FCL.510.A(b)(1)	Credited if the pilot has ≥500 flight hours in the civil and/or military aviation, of which a minimum of 250 hours shall be completed in the civil aviation	
FCL.510.A(b)(2)(i), or	Required -in the civil aviation	
FCL.510.A(b)(2)(ii), or	Credited if the pilot has ≥250 flight hours in the civil and/or military aviation, of which a minimum of 100 hours shall be completed in the civil aviation	
FCL.510.A(b)(2)(iii)	The 70 hours requirement as PIC - credited if the pilot has ≥70 PIC hours in the civil and/or military aviation, and the PICUS hours shall be executed in civil aviation	
FCL.510.A(b)(3)	Required -in the civil aviation	
FCL.510.A(b)(4)	Credited if the pilot has ≥75 flight hours in civil and/or military aviation, of which a minimum of 50 hours shall be completed in the civil aviation	
FCL.520.A	Required	



5.2.2 For CPL(H) and/or IR(H):

The military pilots with flight experience on a helicopter of more than 200 hours flight experience, obtained during their active service, shall be credited for the applicable requirements for obtaining Part-FCL licence as follows:

References from Regulation 1178/2011	Crediting	Remarks
FCL.300	Required	
Theoretical knowledge	Required to be passed successfully in the volume determined in point 5.1 of this credit report.	The theoretical knowledge course shall be approved by the DG CAA and completed in an ATO holding a certificate issued by DG CAA.
Flying training	The flight training program for CPL(H) shall be at least *31 (mandatory includes p.1+p.3+p.3.1) or at least 21 (mandatory includes p.1+p.3+p.3.2) hours and includes all the items listed below 1. type rating helicopter course: in full the volume according Regulation (EU) No 1178/2011 of 3 November 2011 requirements; 2. if a multi-engine helicopter is to be used for the CPL(H) skill test the applicant shall have complied with FCL.725 and FCL.720.H: in full the volume according Regulation (EU) No 1178/2011 of 3 November 2011 requirements; 3. CPL(H): 20% of the required 30 hours and additional training as follows: 3.1 if the applicant does not have flight experience less than 55 hours under IFR, he/she shall complete 20 hours of flight training as follows: • 10 hours visual instruction, and • 10 hours basic instrument instruction 3.2 If the applicant has flight experience ** at least 55 hours under IFR, he/she shall complete 10 hours of visual flight training; The flight training program for CPL(H) and IR(H) shall be at least *47.5 (mandatory includes p.1+p.3+p.3.1+p.4) or at least 37.5 (mandatory includes p.1+p.3+p.3.2+p.4) hours and includes all the items listed below 1. type rating helicopter course: in full the volume according Regulation (EU) No 1178/2011 of 3 November 2011 requirements; 2. if a multi-engine helicopter is to be used for the CPL(H) skill test the applicant shall have complied with FCL.725 and FCL.720.H: in full the volume according Regulation (EU) No 1178/2011 of 3 November 2011 requirements;	The flight training shall be approved by the DG CAA and completed in an ATO holding a certificate issued by DG CAA. * In the case that the applicant has less of the flight experience required for any of the individual trainings (CPL(H), IR(H)/PBN, Night rating), the missing hours shall be included in the training program in order to obtain the needed additional relevant training. In the case that the applicant has less than 50% of the flight experience required for any of the individual trainings (CPL(H), IR(H)/PBN, Night rating), he/she shall complete the full flight training in accordance with Regulation (EU) No 1178/2011 of 3 November 2011 for each of the abovementioned trainings. In case that the applicant has less than the required hours of flight time as a PIC, he/she shall have to obtain the necessary flight hours in order to fulfil the requirements of the crediting program.



	3. CPL(H): 20% of the required 30 hours and additional training as follows: 3.1 if the applicant has flight experience less than <55 hours under IFR, he/she shall complete 20 hours of flight training as follows: • 10 hours visual instruction, and • 10 hours basic instrument instruction 3.2 If the applicant has flight experience ** at least ≥55 hours under IFR, he/she shall complete 10 hours of visual flight training; 4. IR/PBN: 30% of 55 hours. The instrument flight instruction shall include at least 10 hours in an IFR-certificated helicopter. To be approved for the programs, the applicants shall have a minimum of flight experience as a military pilot, as follows: ≥200 total flight hours: Mandatory condition. <i>In case the candidate has less than 200 flight hours, he/she is not eligible for crediting, does not fall within the scope of this report and shall pass all the necessary training in accordance with the Regulation (EU) No 1178/2011 of 3 November 2011.</i> ≥55 hours of flight time under IFR; ≥50 hours of flight time as a PIC, of which 10 hours shall be cross-country flights; ≥5 hours of flight time at night as PIC;	A military pilot who has not flown for more than three years shall have to complete the full CPL(H) flight training in accordance with Regulation (EU) No 1178/2011 of 3 November 2011. A military pilot who has not flown for more than seven years shall have to complete full CPL(H) and IR(H)/PBN flight training in accordance with Regulation (EU) No 1178/2011 of 3 November 2011.
FCL.320	Required	
FCL.725	Required	
FCL.720.H(a)(1)	Credited if the pilot has ≥70 PIC hours in the civil aviation or in military aviation. If the candidate does not have 70 PIC hours in the civil aviation, he/she shall be entitled to undergo the type rating training course for a multi-pilot helicopter type rating and shall have the type rating issued with the privileges limited to exercising functions as co-pilot only. The limitation shall be removed once the pilot has complied with all of the following: (1) completed 70 hours as PIC or pilot-in-command under supervision of helicopters in civil aviation; (2) passed the multi-pilot skill test on the applicable helicopter type as PIC.	
FCL.720.H(a)(2)(i), or	Required	
FCL.720.H(a)(2)(ii)	Credited if the pilot has ≥500 hours of flight time as a pilot in multi-pilot operations in any aircraft category	
FCL.720.H(a)(3)	Required	
FCL.720.H(c)(1)(i)	Required	
FCL.720.H(c)(1)(ii)	Required	



FCL.720.H(c)(2)	Credited if the pilot has ≥ 70 PIC hours in the civil aviation and/or in military aviation as pilot on helicopters.	
FCL.500	Required	
FCL.510.H(a)	Required	
FCL.510.H(b)	Required	
FCL.510.H(c)	Credited if the pilot has ≥ 1000 flight hours in the civil and/or military aviation	The requirements for hours in a FFS are recognized only for those FFS certified in accordance with Regulation (EU) No 1178/2011 of 3 November 2011.
FCL.510.H(c)(1)	Credited if the pilot has ≥ 350 flight hours in the civil and/or military aviation, of which a minimum of 150 hours must be completed in the civil aviation	
FCL.510.H(c)(2)(i), or	Credited if the pilot has ≥ 250 flight hours in the civil and/or military aviation, of which a minimum of 100 hours must be completed in the civil aviation	
FCL.510.H(c)(1)(ii), or	The 100 hours requirement as PIC - credited if the pilot has ≥ 100 PIC hours in the civil and/or military aviation, and the PICUS hours shall be executed in the civil aviation	
FCL.510.H(c)(1)(iii)	Required -in the civil aviation. <i>In this case, the ATPL(H) privileges shall be limited to multi-pilot operations only, until 100 hours as PIC have been completed.</i>	
FCL.510.H(c)(3)	Required -in the civil aviation	
FCL.510.H(c)(4)	Credited if the pilot has ≥ 30 flight hours of instrument time in the civil and/or military aviation, of which a minimum of 20 hours must be completed in the civil aviation	
FCL.510.H(c)(5)	Credited if the pilot has ≥ 100 hours night flight as PIC or as co-pilot in civil and/or military aviation, of which a minimum of 50 hours must be completed in the civil aviation	
FCL.510.H(e)	The experience required in point FCL.510.H(c) shall be completed before the skill test for the ATPL(H) is taken	
FCL.520.H	Required	

5.3. Theoretical examinations

Military pilots shall pass all theoretical exams according to Part-FCL at DG CAA.

Applicants shall only take the theoretical knowledge examination when they have been recommended by the approved training organisation (ATO) responsible for their training, once they have completed the appropriate elements of the training course of theoretical knowledge instruction to a satisfactory standard. The aforementioned recommendation(s) shall comply



with the requirements laid down in FCL.025(a)(2), FCL.025(a)(3) and AMC1 FCL.025(a)(2) of Regulation (EU) No 1178/2011 of 3 November 2011.

5.4 Skill test

Military pilots must to pass relevant Skill test in according with Part-FCL.

5.5 Flight instructors (FI)

5.5.1 For FI(A):

References from Regulation 1178/2011	Crediting	Remarks
FCL.900(a)(1)(i)	Required	
FCL.900(a)(1)(ii)	Required	
FCL.915(a)	Required	
FCL.915(b)(1)	Required	
FCL.915(b)(2)	Required	
FCL.915(b)(3)	Required	
FCL.915(b)(4)	Required	
FCL.915(b)(5)	Required	
FCL.915.FI(a)(1)	Required	
FCL.915.FI(a)(2)	Required	
FCL.915.FI(b)(1)	Required	
FCL.915.FI(b)(2)	Required	
FCL.915.FI(b)(2)(i)	Required	
FCL.915.FI(b)(2)(ii)	Only for PPL(A) holders: 100 hours of flight time in the civil aviation on aeroplanes are required after obtaining a PPL(A), if the pilot has more than 200 hours of flight time on aeroplanes as a military or civilian pilot. 75 hours of flight time in the civil aviation on aeroplanes as PIC are required after obtaining a PPL(A), if the pilot has more than 200 hours of flight time as PIC on aeroplanes as a military or civilian pilot. The candidate with PPL(A) shall have passed the CPL(A) theoretical knowledge examination, which may be taken without completing a CPL theoretical knowledge	



	training course and which in that case shall not be valid for any of the following: (A) the issue of a CPL(A); (B) receiving credits for CPL theoretical knowledge in accordance with point FCL.035 and Appendix 1 to Part FCL;	
FCL.915.FI(b)(3)	Required	
FCL.915.FI(b)(4)	Required	
FCL.930.FI(a)	Required	
FCL.930.FI(b)(1) and FCL.930.FI(b)(2)	It is necessary to pass 50% of the required theoretical training	The theoretical knowledge course shall be approved by the DG CAA and completed in an ATO holding a certificate issued by DG CAA.
FCL.930.FI(b)(3)(i)	It is necessary to pass 50% of the required flight training	The flight training shall be approved by the DG CAA and completed in an ATO holding a certificate issued by DG CAA.
FCL.935	Required	
FCL.910.FI	Applicants shall be issued a restricted FI rating according to FCL.910.FI. The limitations shall be removed from the FI certificate when the FI has completed, after obtaining FI privileges according to Regulation 1178/2011, at least 50 hours of flight instruction in aeroplanes and, in addition, has supervised at least 25 student solo flights.	
Applicant shall have successfully passed a military flight instructor training provided by Bulgarian Military Air Force. The candidate shall have a minimum of 100 hours of flight instructor experience on an aeroplane within the Bulgarian Military Air Force.		
Flight instruction experience gained during military service can be credited towards additional FI privileges but not for more than half of the flight training experience requirements set in Commission regulation (EU) №1178/2011.		
Flight instructor training shall be completed as a full course at an approved training organization.		
A military pilot who has not exercised privileges as a military flight instructor for more than seven years shall complete a full FI(H) course in accordance with Regulation (EU) No 1178/2011 of 3 November 2011.		
To validate the privileges of a military flight instructor, the candidates shall provide an official document or letter issued by the Bulgarian Air Force Commander. It shall specify the date they last exercised these privileges and their total flight hours of instructional experience on an aeroplane. (see p.7.2 (b))		



5.5.2 For FI(H):

References from Regulation 1178/2011	Crediting	Remarks
FCL.900(a)(1)(i)	Required	
FCL.900(a)(1)(ii)	Required	
FCL.915(a)	Required	
FCL.915(b)(1)	Required	
FCL.915(b)(2)	Required	
FCL.915(b)(3)	Required	
FCL.915(b)(4)	Required	
FCL.915.FI(a)(1)	Required	
FCL.915.FI(a)(2)	Required	
FCL.915.FI(c)	130 hours of flight time in the civil aviation on helicopters are required after obtaining a CPL(H), if the pilot has more than 250 hours of flight time on helicopters as a military or civilian pilot.	
FCL.915.FI(c)(1)	50 hours of flight time in the civil aviation on helicopters as PIC are required after obtaining a CPL(H), if the pilot has more than 100 hours of flight time as PIC on helicopters as a military or civilian pilot.	
FCL.915.FI(c)(2)	100 hours of required hours as PIC are credited if the pilot has more than 200 hours as PIC on helicopters as a military pilot or civilian, if the candidate holds at least a PPL(H), and has passed the CPL(H) theoretical knowledge examination, which may be taken without completing a CPL(H) theoretical knowledge training course and which shall not be valid for the issue of a CPL(H)	
FCL.930.FI(a)	Required	
FCL.930.FI(b)(1) and FCL.930.FI(b)(2)	It is necessary to pass 50% of the required theoretical training	The theoretical knowledge course shall be approved by the DG CAA and completed in an ATO holding a certificate issued by DG CAA.
FCL.930.FI(b)(3)(i)	It is necessary to pass 50% of the required flight training	The flight training shall be approved by the DG CAA and completed in an ATO holding a certificate issued by DG CAA.
FCL.935	Required	
FCL.910.FI	Applicants shall be issued a restricted FI rating according to FCL.910.FI.	



	The limitations shall be removed from the FI certificate when the FI has completed, after obtaining FI privileges according to Regulation 1178/2011, at least 50 hours of flight instruction in helicopters and, in addition, has supervised at least 25 student solo flights.	
Applicant shall have successfully passed a military flight instructor training provided by Bulgarian military Air Force. The candidate shall have a minimum of 100 hours of flight instructor experience on a helicopter within the Bulgarian Military Air Force.		
Flight instruction experience gained during military service can be credited towards additional FI privileges but not for more than half of the flight training experience requirements set in Commission regulation (EU) №1178/2011.		
Flight instructor training shall be completed as a full course at an approved training organization.		
A military pilot who has not exercised privileges as a military flight instructor for more than seven years shall complete a full FI(H) course in accordance with Regulation (EU) No 1178/2011 of 3 November 2011.		
To validate the privileges of a military flight instructor, the candidates shall provide an official document or letter issued by the Bulgarian Air Force Commander. It shall specify the date they last exercised these privileges and their total flight hours of instructional experience on a helicopter. (see p.7.2 (b))		

6. Indication of limitations (if any) that need to be included on the PART-FCL licences and indication of any requirements pilots have to comply with, in order to remove the limitations

BG CAA will not restrict any pilot licenses, issued in accordance with PART-FCL and this report.

7. Copies of all documents required, ensuring all elements above have been covered, accompanied by copies of the relevant national requirements and procedures

7.1 DG CAA will require following documents from the applicant:

Before starting the training (theoretical and/or flight), applicants must submit an application in DG CAA accompanied with the following documents:

- a) Application
- b) Copy of the Diploma for graduated higher education, Annex to the Diploma and State Exam (see Attachment 1)



c) Flying experience evidence form, issued by the military services of the Republic of Bulgaria (see Attachment 2)

d) Copy of the military log book

The applicant shall present the below described documents when applying for PART-FCL licence:

a) Application form

b) Copy of certificate of successfully completed theoretical knowledge course for ATPL(A) or ATPL(H)/IR(H) (certificate from ATO)

c) Copy of class 1 medical certificate in accordance with Part-MED

d) Skill test

e) Proof of fee payment

7.2 DG CAA will require following documents from the applicant for FI privileges:

Before starting the training (theoretical and/or flight), applicants must submit an application in DG CAA accompanied with the following documents:

a) Application - the application must be written in **free text**

b) Official document or letter from Commander of Bulgarian Military Air Force

c) Flying experience evidence form, issued by the military services of the Republic of Bulgaria (see Attachment 2)

d) Copy of the military log book

The applicant shall present the below described documents when applying for the endorsement of instructor privileges in the PART-FCL licence and the issuance of the respective certificate:

a) Application form and all applicable documents described in the application.

After submitting the application, it is reviewed by DG CAA and, if approved, a flight examiner is assigned to conduct an Assessment of Competency.



7.3 Authority procedures

Military pilots pass theoretical and flight training at ATO's, which have programs approved by the BG CAA on the basis of this report.

Procedures for issuing pilot license are approved in according with the "Handbook of inspector Regulation 1178/11" and according with this report.



Attachment 1: Diploma for graduated higher education, Annex to the Diploma and State Exam

ОБРАЗЕЦ НА ДИПЛОМА

РЕПУБЛИКА БЪЛГАРИЯ МИНИСТЕРСТВО НА ОТБРАНАТА /наименование на Висшето Военно училище/ гр. СНИМКА (саморъчен подпис)	ДИПЛОМА ЗА ВИСШЕ ОБРАЗОВАНИЕ серия и № : Притежателят на тази диплома..... роден(а) на в гр. (с.)..... област..... държава..... ЕГН..... Продължителност на обучението..... Постъпил(а) през..... и завършил(а) през..... пълния курс на Военна специалност Гражданска специалност..... Профил (факултет) Среден успех от курса на обучение Среден успех от държавните изпити..... Оценка от дипломната работа С решение на държавната изпитна комисия, протокол № от му (и) се признава придобита професионална квалификация: военна гражданска ПРЕДСЕДАТЕЛ НА ИЗПИТНАТА КОМИСИЯ
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.....
.....
ПРИЛОЖЕНИЕ КЪМ ДИПЛОМА
серия и № :

На
роден(а) на в гр. (с.)
област държава
ЕГН
Продължителност на обучението
Постъпил(а) през и завършил(а)
през
пълния курс на

Списък на изучаваните дисциплини и
положените изпити по утвърден учебен план

№	Наименование на учебните дисциплини	Оценка



ДЪРЖАВНИ ИЗПИТИ:

№	Наименование на учебните дисциплини	Оценка

Среден успех от държавните изпити:

.....

Писмена дипломна работа на тема:

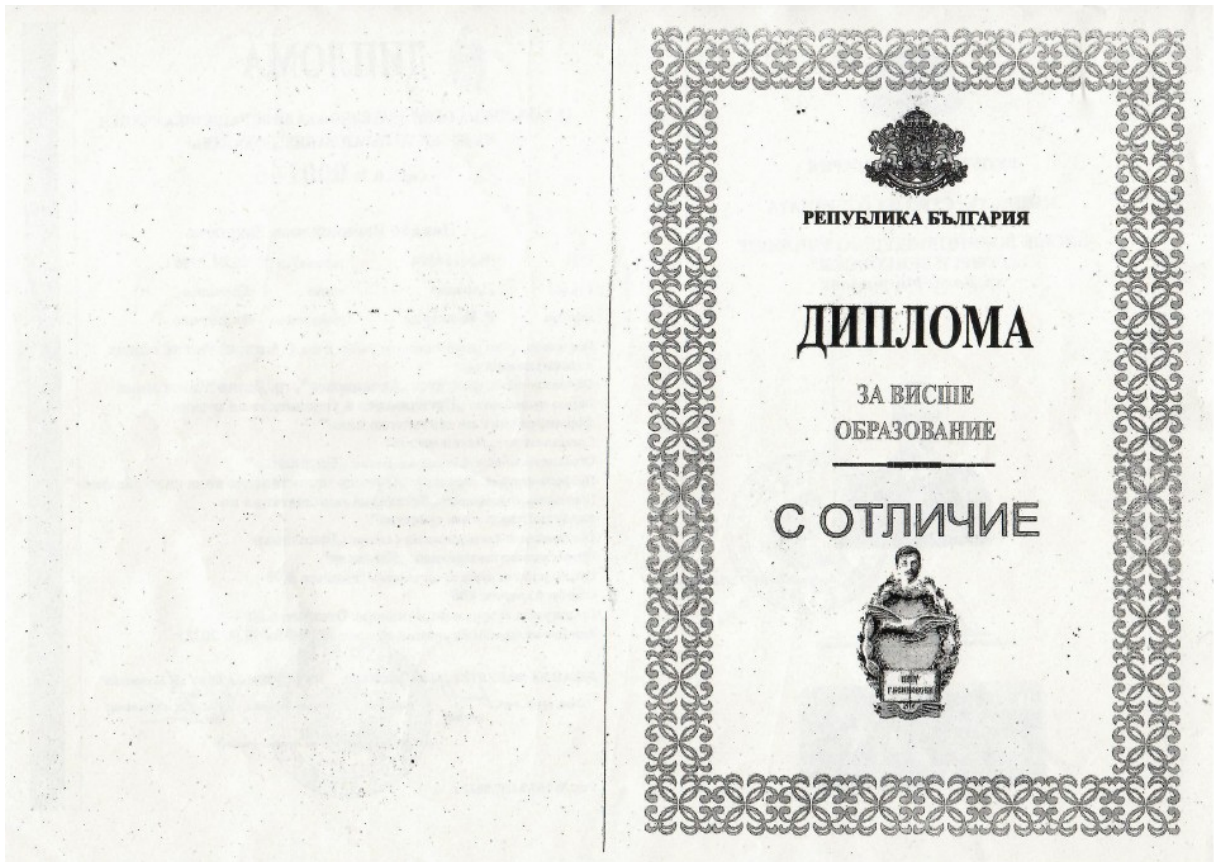
.....
.....

Оценка от дипломната работа:

.....

Среден успех от курса на обучение:

.....





Republic of Bulgaria
Ministry of Transport and Communications
Directorate general
CIVIL AVIATION ADMINISTRATION

AFTN LBSFYAYX, SITA SOFTOYA

 РЕПУБЛИКА БЪЛГАРИЯ МИНИСТЕРСТВО НА ОТБРАНАТА ВИСШЕ ВОЕННОВЪЗДУШНО УЧИЛИЩЕ „ГЕОРГИ БЕНКОВСКИ“ гр. Долна Митрополия	 ДИПЛОМА ЗА ЗАВЪРШЕНА ОБРАЗОВАТЕЛНО-КВАЛИФИКАЦИОННА СТЕПЕН НА ВИСШЕТО ОБРАЗОВАНИЕ „БАКАЛАВЪР“ Серия В № _____ ЕГН _____ роден(а) на _____ в гр.(с.) _____ област _____ държава _____ гражданство _____ Продължителност на обучението по учебен план: 4 (четири) учебни години, 8 (осем) семестъра Обучаващо звено: факултет „Авиационен“, гр. Долна Митрополия Военна специалност: „Организация и управление на военни формирования на тактическо ниво“ Специализация: „Летец-пилот“ Образователно-квалификационна степен: „Бакалавър“ Професионална квалификация: „Офисер за тактическо ниво на управление“ Гражданска специалност: „Летателна експлоатация на въздухоплавателни средства“ Образователно-квалификационна степен: „Бакалавър“ Професионална квалификация: „Инженер“ Среден успех от курса на обучението: _____ Общ брой кредити: _____ Среден успех от държавния(те) изпит(и): _____ Решение на държавната комисия, проведено: _____ ДЕКАН НА ФАКУЛТЕТ „АВИАЦИОНЕН“ НА ВВВУ „Г. Бенковски“ Полк. проф. д-р С. _____ (подпис)  Per. № _____   (подпис на притежателя на документа)
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Republic of Bulgaria
Ministry of Transport and Communications
Directorate general
CIVIL AVIATION ADMINISTRATION

AFTN LBSFYAYX, SITA SOFTOYA

№ по ред	Наименование на учебните дисциплини, самостоятелна работа, индивидуална работа с преподавателя, научни изследвания, творчески проекти, участие в практика, стаж и др. по учебен план	Хорариум по учебен план			Брой кредити по учебен план	Оценки от положените изпити (с думи и с цифри)
		Общо	Лекции	Практически занятия и упражнения		
44	Скрийвов летателен стаж	-	-	-	-	-
45	Летателен стаж	-	-	-	-	-
Брой кредити:						
Среден успех от курса на обучението: (с думи и с цифри)						

ДЪРЖАВЕН(И) ИЗПИТ(И)

№ по ред	Наименование на учебната дисциплина	Оценка (с думи и с цифри)	Брой кредити
1	Организация и управление на военни формирования на тактическо ниво		
2	Летателна експлоатация на въздухоплавателни средства		
3	Летателна подготовка		
4	Физическа подготовка		

Среден успех от държавните изпит(и): **Отличен 6.00**
(с думи и с цифри)

ДЕКАН НА ФАКУЛТЕТ
„АВИАЦИОНЕН“

НАЧАЛНИК НА ВВУ „Г. БЕНКОВСКИ“

Пазл. проф. д-р

(подпис)

(Христова)

(подпис)

(подпис)

(печат на ВВУ „Г. БЕНКОВСКИ“)



ПРИЛОЖЕНИЕ

КЪМ ДИПЛОМА ЗА ЗАВЪРШЕНА ОБРАЗОВАТЕЛНО-КВАЛИФИКАЦИОННА СТЕПЕН НА ВИШЕТО ОБРАЗОВАНИЕ „БАКАЛАВЪР“

Приложението е невалидно без диплома серия В,
уникален идентификационен номер
и регистрационен номер

Продължителност на обучението по учебен план: 4 (четири) учебни години,

8 (осем) семестъра

Форма на обучение: **реловно**

Образователно-квалификационна степен: „Бакалавър“

Военна специалност: „Организация и управление на военни формирования на тактическо ниво (Летец-пилот)“

Гражданска специалност: „Летателна експлоатация на въздухоплавателни средства“

№ по ред	Наименование на учебните дисциплини, самостоятелна работа, индивидуална работа с преподавателя, научни изследвания, творчески проекти, участие в практика, стаж и др. по учебен план	Хорариум по учебен план			Брой кредити по учебен план	Оценки от положените изпити (с думи и цифри)
		Общо	Лекции	Практически занятия и упражнения		
Дисциплини по военна специалност						
1	Устави и строева подготовка	30	-	30	2	-
2	Огненива подготовка	30	8	22	2	-
3	Военна топография	30	15	15	2	-
4	ЛХБЗ, противопожарна и военно-медицинска подготовка	30	15	15	2	-
5	Курс обучение	30	-	30	2	-
6	Обща тактика	45	18	27	4	-
7	Военна психология и педагогика	45	30	15	4	-
8	Военна история	30	20	10	2	-
9	Щабни процедури и работа на щабвете	30	16	14	2	-
10	Риторика	45	22	23	3	-
11	Операции в отговор на кризи	30	20	10	2	-
12	Тактика на родовите войски от ВВС	45	30	15	3	-
13	Моделиране и симулиране на бойни действия в авиацията	30	10	20	3	-
14	Методика на тактическата подготовка на авиационните подразделения	30	20	10	2	-
15	Тактика на авиацията	45	30	15	4	-



Republic of Bulgaria
Ministry of Transport and Communications
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		Общо	Лекции	Практически занятия и самостоятелна работа		
16	Прицели системи				1	
17	Бойно изследване				1	
18	Електронна разузнаване и борба				1	
19	Конструкция и експлоатация на конкретен летателен апарат – I част				1	
20	Конструкция и експлоатация на конкретен летателен апарат – II част				1	
21	Основи на пилотната подготовка				1	
22	Основи на организацията на летателната дейност				1	
23	Летателен стаж				5	
24	Аеродинамика на самолета				1	
25	Авиационно въоръжаване				1	
26	Основи на лъжавата, правото и гражданско-военни отношения				1	
27	Основи на интелектуалната сигурност				1	
28	Икономика на отбраната				1	
29	Теоретични основи на организацията и управлението на ресурси				1	
30	Учебна практика и стаж (Скрийнинг летателен стаж)				7	
31	Английски език – I част				1	
32	Английски език – II част				1	
33	Английски език – III част				1	
34	Английски език – IV част				1	
35	Английски език – V част				1	
36	Английски език – VI част				1	
37	Английски език – VII част				1	
38	Лидерска подготовка – I част (Развитие личността на лидера)				1	
39	Лидерска подготовка – II част (Дейност на военния лидер при изграждане на екип и управление на групите процеси)				1	
40	Лидерска подготовка – III част (Тактическо лидерство – компетентности и дейности)				1	
41	Лидерска подготовка – IV част (Лидерство в операции и кризи)				1	
42	Физическа подготовка – I част				1	
43	Физическа подготовка – II част				1	
44	Физическа подготовка – III част				1	
45	Физическа подготовка – IV част				1	
46	Физическа подготовка – V част				1	
47	Физическа подготовка – VI част				1	
48	Физическа подготовка – VII част				1	
49	Физическа подготовка – VIII част				1	
Дисциплини по гражданска специалност					Брой кредити:	
1	Висша математика – I част				1	

№ по ред	Наименование на учебните дисциплини, самостоятелна работа, индивидуална работа с преподавател, научни изследвания, творчески проекти, участие в практика, стаж и др. по учебен план	Хорариум по учебен план			Брой кредити по учебен план	Оценки от положените изпити (с думи и цифри)
		Общо	Лекции	Практически занятия и самостоятелна работа		
2	Висша математика – II част				1	
3	Висша математика – III част				1	
4	Биология				1	
5	Въздушно право				1	
6	Информатика – I част				1	
7	Информатика – II част				1	
8	Физика – I част				1	
9	Физика – II част				1	
10	Теоретични основи на летателната дейност (PPL) – I част				1	
11	Теоретични основи на летателната дейност (PPL) – II част				1	
12	Въздушна навигация – I част				1	
13	Въздушна навигация – II част				1	
14	Самолетоводене с комплексни навигационни системи				1	
15	Путешествия подготовка				1	
16	Управление на въздушното движение				1	
17	Безопасност на полетите				1	
18	Авиационни двигатели				1	
19	Електрооборудване на летателните апарати				1	
20	Авиационни прибори				1	
21	Електронна автоматика				1	
22	Автоматизирани и навигационни системи				1	
23	Радиоелектронно оборудване на летателните апарати				1	
24	Основи на радиолокацията и наземни радиотехнически средства				1	
25	Авиационна физиология и оказване на здравеопазване				1	
26	Авиационна психология				1	
27	Авиационна метеорология				1	
28	Аеродинамика на самолета				1	
29	Динамика на полета на самолета				1	
30	Конструкция на самолета				1	
31	Устойчивост и управляемост на самолета				1	
32	Аеронавигационен прибор "Диско"				1	
33	Летания				1	
34	Английски език – I част				1	
35	Английски език – II част				1	
36	Физическа подготовка – I част				1	
37	Физическа подготовка – II част				1	
38	Физическа подготовка – III част				1	
39	Физическа подготовка – IV част				1	
40	Физическа подготовка – V част				1	
41	Физическа подготовка – VI част				1	
42	Физическа подготовка – VII част				1	
43	Физическа подготовка – VIII част				1	



Attachment 2: Flying experience evidence form, issued by the military services of the Republic of Bulgaria



КОМАНДВАНЕ НА ВОЕННОВЪЗДУШНИТЕ СИЛИ
1606, гр. София, бул. „Генерал Тотлебен” № 34

Приложение 2
(образец)

С В Е Д Е Н И Е

**ЗА ЛЕТАТЕЛНИЯ ОПИТ И УМЕНИЯ, ПРИДОБИТИ В РАМКИТЕ НА
ВОЕННАТА СЛУЖБА**

1.	ЛИЧНИ ДАННИ					
	Име:		Презиме:		Фамилия:	
	ЕГН:		Лична карта:			
	Дата на раждане	Място на раждане	Държава на раждане	Гражданство		
	Постоянен адрес:					
2.	ЛЕТАТЕЛЕН ОПИТ					
	Като	Тип ВС	Тип ВС	Тип ВС	Тип ВС	Общо часове
Общ полетно време	командир на полет					
	втори пилот					
	обучаем пилот с инструктор					
	общо					
През нощта	командир на полет					
	втори пилот					
	обучаем пилот с инструктор					
	общо					
Полетно време по прибори	командир на полет					
	втори пилот					
	обучаем пилот с инструктор					
	общо					

КОМАНДИР НА ВОЕННОВЪЗДУШНИТЕ СИЛИ
ЗВАНИЕ **ИМЕ ПРЕЗИМЕ**

_____.____.20__ г.