

Part-FCL (whole Part)

Audit Checklist

1021 audit questions across **304** sections.

Easy Access Rules for Aircrew, version 2025-11-25 – IR per Regulation (EU) No 1178/2011 Annex I (Part-FCL), as amended (incl. Reg (EU) 2020/359, 2024/2076, 2025/134); AMC/GM per ED Decision 2011/016/R and subsequent EDs (incl. 2020/005/R, 2025/002/R)

HOW TO USE THIS CHECKLIST

Each question has three boxes the auditor fills in during the audit:

1. **Compliance** – the binary headline: Compliant / Non-compliant.
2. **Classification** – where the gap is, four-state grid: Documented / Implemented matrix.
3. **Finding level** – severity: L1 / L2 / O (Level 1 / Level 2 / Observation).

Severity is the auditor's call on the day, against the real finding – no severity is pre-suggested per question.



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Q1

IR

IR §FCL.001

Does the organisation **apply the correct competent authority – the authority designated by the Member State to whom a person applies for the issue of pilot licences or associated ratings or certificates – in its Part-FCL applications and dealings?**

SOURCE VERBATIM

For the purpose of this Part, the competent authority shall be an authority designated by the Member State to whom a person applies for the issue of pilot licences or associated ratings or certificates.

– EASA Part-FCL §FCL.001, Easy Access Rules for Aircrew v2025-11-25 (IR per Reg (EU) No 1178/2011)

COMPLIANCE

Compliant Non-compliant

CLASSIFICATION (FOUR-STATE)

- Documented and Implemented
- Documented Not Implemented
- Not Documented but Implemented
- Not Documented and Not Implemented

FINDING LEVEL

L1 L2 O
L1 = Level 1 · L2 = Level 2 · O = Observation

SUGGESTED EVIDENCE TO REQUEST

- The procedure identifying the applicable competent authority for licence/rating/certificate applications
- Sample applications/correspondence: directed to the correctly designated competent authority
- Where not applicable to the organisation, this is auditor-applicable via N/A

ORGANISATION MANUAL REFERENCE:

FINDINGS / NOTES:

Q1

GM

GM4 FCL.010

Does the organisation **apply the GM3 FCL.010 post-stall-regime definitions ("incipient spin", "developing spin", "developed spin") only in the FCL.745.A advanced-UPRT aeroplane context, and not apply them to commercial air transport operations?**

SOURCE VERBATIM

DEFINITIONS IN GM3 FCL.010 RELATED TO THE POST-STALL REGIME

The definitions for ‘incipient spin’, developing spin’ and ‘developed spin’ in GM3 FCL.010 relate to the post-stall regime in aeroplanes that might typically be used in the context of the advanced UPRT in accordance with point FCL.745.A. The definitions are not intended for application to commercial air transport operations.

– EASA Part-FCL GM4 §FCL.010, Easy Access Rules for Aircrew v2025-11-25 (GM per ED Decision 2019/005/R)

COMPLIANCE

Compliant Non-compliant

CLASSIFICATION (FOUR-STATE)

- Documented and Implemented
- Documented Not Implemented
- Not Documented but Implemented
- Not Documented and Not Implemented

FINDING LEVEL

L1 L2 O
L1 = Level 1 · L2 = Level 2 · O = Observation

SUGGESTED EVIDENCE TO REQUEST

- Advanced-UPRT (FCL.745.A) training material applying the post-stall spin definitions within scope
- Evidence the spin definitions are not carried into CAT-operations documentation
- Where no advanced-UPRT training is delivered, this is auditor-applicable via N/A

ORGANISATION MANUAL REFERENCE:

FINDINGS / NOTES:

Q1

GM

GM5 FCL.010

Before using an FSTD for testing/checking, does the ATO/examiner **confirm it meets the GM5 availability and accessibility criteria – and, where no FSTD meets them, agree mitigating measures with the CA before falling back to the aircraft?**

SOURCE VERBATIM

AVAILABLE AND ACCESSIBLE FSTDs

- (a) To determine the availability of an FSTD, the following additional criteria should be taken into account. The FSTD should be: (1) certified by a competent authority within the scope of the Basic Regulation; (2) approved by the competent authority for use within the scope of the Basic Regulation; (3) representative of the operator's or applicant's aircraft class or type, and serviceable; and (4) representative of the configuration of the operator's or applicant's aircraft.
- (b) To determine the accessibility of an FSTD, the following additional criteria should be taken into account. The FSTD should be: (1) accessible to the instructor or examiner of the applicant; (2) accessible for use within the scope of the candidate's/ operator's training and checking activities; and (3) accessible to allow normal programming and prevent excessive scheduling disruptions within the operator's crew roster patterns.
- (c) 'irrespective of any time considerations' means that the FSTD may be used at any time during day or night.
- (d) If an FSTD is not available or accessible, mitigating measures to ensure the required level of safety should be agreed with the competent authority before testing or checking the applicant in an aircraft.

– EASA Part-FCL GM5 §FCL.010, Easy Access Rules for Aircrew v2025-11-25 (GM per ED Decision 2020/005/R)

COMPLIANCE

Compliant Non-compliant

CLASSIFICATION (FOUR-STATE)

- Documented and Implemented
- Documented Not Implemented
- Not Documented but Implemented
- Not Documented and Not Implemented

FINDING LEVEL

L1 L2 O
L1 = Level 1 · L2 = Level 2 · O = Observation

SUGGESTED EVIDENCE TO REQUEST

- Procedure determines FSTD availability/accessibility against the GM5 criteria, applied before every test/check
- Availability assessment per FSTD: certified by CA within Basic Regulation scope; approved for use within that scope; representative of the operator's/applicant's class or type and serviceable; representative of the actual aircraft configuration
- Accessibility assessment per FSTD: accessible to the instructor/examiner of the applicant; accessible for the training/checking scope; accessible without excessive scheduling disruption to the operator's crew roster
- "Irrespective of any time considerations" treated as the FSTD being usable day or night
- Where no FSTD is available or accessible: CA-agreed mitigating measures on file before any aircraft test/check is conducted

ORGANISATION MANUAL REFERENCE:

FINDINGS / NOTES: