

**SUBPART I
ADDITIONAL RATINGS**

AMC to FCL.800**Aerobatic Rating – Theoretical knowledge and flying training**

1. The aim of the aerobatic training is to qualify licence holders to perform aerobatic manoeuvres.
2. The approved training organisation should issue a certificate of satisfactory completion of the instruction for the purpose of licence endorsement.

THEORETICAL KNOWLEDGE

3. The theoretical knowledge syllabus should cover the revision and/or explanation of:
 - 3.1. Human factors and body limitation
 - spatial disorientation
 - airsickness
 - body stress and g forces, positive and negative
 - effects of grey and black out
 - 3.2. Technical subjects
 - legislation affecting aerobatic flying to include environmental and noise subjects
 - principles of aerodynamics to include slow flight, stalls and spins, flat and inverted
 - general airframe and engine limitations
 - 3.3. Limitations applicable to the specific aircraft category (and type)
 - airspeed limitations (aeroplane, helicopter, touring motor glider, sailplane – as applicable)
 - symmetric load factors (type related as applicable)
 - rolling g's (type related – as applicable)
 - 3.4. Aerobatic manoeuvres and recovery
 - entry parameters
 - planning systems and sequencing of manoeuvres
 - rolling manoeuvres
 - over the top manoeuvres
 - combination manoeuvres
 - entry and recovery from developed spins, flat, accelerated and inverted
 - 3.5. Emergency procedures
 - recovery from unusual attitudes
 - drills to include use of parachutes and aircraft abandonment
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FLYING TRAINING

4. The exercises of the aerobatic flying training syllabus should be repeated as necessary until the applicant achieves a safe and competent standard. The training should be tailored to the category of aircraft and limited to the permitted manoeuvres of that type of aircraft. The exercises should comprise at least the following practical training items (if permitted):

- 4.1. Aerobatic manoeuvres
 - Chandelle
 - Lazy Eight
 - Aileron Roll
 - Barrel Roll
 - Rudder Roll
 - Loop and inverted loop
 - Immelmann
 - Split S
- 4.2. Confidence manoeuvres and recoveries
 - slow flights and stalls
 - steep turns
 - side slips
 - engine restart in flight (if applicable)
 - spins and recovery
 - recovery from spiral dives
 - recovery from unusual attitudes