

Issued: 18 June 2014

Recognition of JAR-FCL Pilot Licences by the UK

This Information Notice contains information that is for guidance and/or awareness.

Recipients are asked to ensure that this Information Notice is copied to all members of their staff who may have an interest in the information (including any 'in-house' or contracted maintenance organisations and relevant outside contractors).

Applicability:	
Aerodromes:	Not primarily affected
Air Traffic:	Not primarily affected
Airspace:	Not primarily affected
Airworthiness:	Not primarily affected
Flight Operations:	All AOC Holders
Licensed/Unlicensed Personnel:	All Licence Holders, Student Pilots and Training Organisations

1 Introduction

- 1.1 This Information Notice notifies the JAR-FCL pilot licences that are recognised by the UK and those that are no longer recognised, following the entry into force of the Commission Regulation (EU) No. 1178/2011, as amended, the European Aviation Safety Agency (EASA) Aircrew Regulation.
- 1.2 This Information Notice supersedes IN-2012/106, which is withdrawn.

2 States Covered by the EASA Aircrew Regulation

- 2.1 The States that are bound by the EASA Aircrew Regulation are all of the EU Member States, plus those States that have entered into a formal agreement with the European Union concerning aviation legislation. At the time of writing, those additional States are Iceland, Liechtenstein, Norway and Switzerland. The EU Member States together with Iceland, Liechtenstein, Norway and Switzerland are referred to as the EASA States for the purposes of this Information Notice.
- 2.2 On 8 April 2012, Commission Regulation (EU) No. 1178/2011, the Aircrew Regulation, came into force. (It has subsequently been amended by other regulations.) Annex I to the Aircrew Regulation contains the Part-FCL rules for pilot licensing. Any pilot licence issued in accordance with Part-FCL by any EASA Member State on or after 8 April 2012 is valid throughout the EASA Member States. This means that any Part-FCL licence is valid to fly aircraft registered in the UK that are within the privileges of the licence. A Part-FCL licence has on its title page the statement 'Issued in accordance with Part-FCL'.

- 2.3 Article 4 of the EASA Aircrew Regulation states that JAR-compliant licences issued or recognised by a Member State before 8 April 2012 shall be deemed to have been issued in accordance with the Regulation, i.e. they will be Part-FCL licences and may be replaced by Part-FCL licences when they expire or are amended. Article 2 of the Regulation defines a JAR-compliant licence as:

“...the pilot licence and attached ratings, certificates, authorisations and/or qualifications, issued or recognised, in accordance with the national legislation reflecting JAR and procedures, by a Member State having implemented the relevant JAR and having been recommended for mutual recognition within the Joint Aviation Authorities’ system in relation to such JAR...”

- 2.4 Bulgaria, Hungary, Liechtenstein and Slovakia were not recommended for mutual recognition under the Joint Aviation Authorities (JAA) system. Consequently, even though these countries are EASA Member States, JAR-FCL pilot licences issued by these four States were not deemed to be Part-FCL licences under Article 4 of the EASA Aircrew Regulation on the entry into force of that Regulation. However, it was subsequently reported by EASA that all standardisation findings with respect to Bulgaria, Hungary and Slovakia had been closed and the Commission advised that they are to be recognised as equivalent to States that did achieve mutual recognition under the JAA system. Therefore, with effect from 1 July 2012, the UK accepts JAR-FCL licences issued by Bulgaria, Hungary and Slovakia as being deemed to be Part-FCL licences in accordance with Article 4 of the Aircrew Regulation and therefore valid for aircraft registered in the UK.
- 2.5 Licences issued by Bulgaria, Hungary, Liechtenstein and Slovakia in accordance with Part-FCL are Part-FCL licences and so are valid for aircraft of all EASA States.

3 States not Covered by the EASA Aircrew Regulation

- 3.1 Serbia and Turkey are former JAA Member States that were recommended for mutual recognition in respect of JAR-FCL before the end of June 2009 by the JAA. These two States are not yet EASA Member States (either by membership of the EU or by formal agreement with the EU) and so their JAR-FCL licences are not deemed to be Part-FCL licences under the regulation. The JAR-FCL licences issued by these two States were previously rendered valid by UK national legislation and so were valid licences for the flight crew of aircraft registered in the UK. This validation under national law could not remain in place with the implementation of the European Aircrew Regulation. Consequently, **the previous UK recognition of JAR-FCL licences and related authorisations issued by Serbia and Turkey ceased on 16 September 2012.**
- 3.2 Following the implementation of the Aircrew Regulation, Joint Aviation Requirements (JAR) licences issued by Serbia and Turkey are considered by the UK to be national licences, requiring validation in accordance with the Aircrew Regulation before being used to fly EASA aircraft registered in the UK for commercial purposes.

Note: Private flights of UK-registered aircraft may continue to be undertaken using International Civil Aviation Organization (ICAO) Annex I compliant licences, in accordance with Article 62 of the UK Air Navigation Order 2009, until 8 April 2015.

- 3.3 The Aircrew Regulation specifies that licences issued by or on behalf of third countries may be accepted (validated) when the licence holder complies with the requirements of Annex III to the Aircrew Regulation. However, the Commission has also advised that Member States may continue to recognise the JAR-FCL licences issued by Serbia and Turkey on the basis of their former mutual recognition under the JAA arrangements and their continuing standardisation by EASA. Accordingly, if an individual holder of a current and valid JAR-FCL licence issued by Serbia or Turkey obtains a Part-MED Medical Certificate of the appropriate class and applies