

Issued: 24 September 2014

Changes to CAP 804 'Flight Crew Licensing Mandatory Requirements, Policy and Guidance'

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 Holders of UK-Issued Pilot Licences. All Instructors and Examiners. All Approved Training Organisations and Registered Facilities.

1 Introduction

- 1.1 **CAP 804** has been amended to take account of changes to the Aircrew Regulation introduced by amending Regulation (EU) No. 245/2014 and consequent changes to advisory and guidance material. CAP 804 has also been amended to reflect the passing of end dates during the transition period. This Information Notice provides an overview of the changes made.

2 Summary of Changes

2.1 Changes Due to the Amendment of the Aircrew Regulation

2.1.1 The significant changes introduced by the amending regulation are:

- The introduction, for aeroplanes only, of the En-Route Instrument Rating (EIR), the Competency Based route to obtain the Instrument Rating and revised terms for the conversion of instrument ratings held on other third-country International Civil Aviation Organization compliant (ICAO-compliant) licences.
- The introduction of the cloud flying rating for sailplanes and powered sailplanes.
- Changes to the requirements for an examiner licensed by one European Aviation Safety Agency (EASA) State to test a candidate licensed by another EASA State (briefing by the candidate's State authority is no longer required; new rules apply).

2.1.2 The amendment to the regulation also makes numerous miscellaneous improvements to the text of the existing rules to resolve anomalies and ambiguities that have been encountered when applying the rules.

2.2 Changes Due to the Use of Associated Measures

2.2.1 This amendment to CAP 804 also includes the following:

- Taking credit for derogations accepted by the European Commission and their consequential effects. These include credits for current instrument ratings and aircraft type ratings held on third-country ICAO-compliant licences against the renewal requirements for the equivalent ratings included in a Part-FCL licence.
- The inclusion of Alternative Means of Compliance submitted by the CAA to EASA.
- Changes to the administration of the UK Instrument Meteorological Conditions Rating (IMCR) / Restricted Instrument Rating (IR(R)) to comply with the terms specified in the Regulation for the continuation of that rating beyond April 2014.
- Clarification that countries outside of Europe are not obliged to recognise the validity of the Light Aircraft Pilot's Licence (LAPL) as it is not compliant with Annex I to the ICAO Convention. In particular, the Federal Aviation Administration (FAA) does not grant FAR 61.75 validations to LAPL holders (the minimum requirement for validation is to hold a Private Pilot's Licence (PPL)).

Pilots considering conversion from an existing licence to a LAPL(A) or LAPL(H) should note that instrument ratings (including the EIR, Competency Based Instrument Rating (CB IR) and IMCR/IR(R)) cannot be included in these licences. Instructor and examiner certificates are not available to or valid for LAPL(A) and LAPL(H) holders.

- Addition of the conversion terms for existing test pilots (with experience of development and initial certification testing of aircraft in excess of 2,000 kg Maximum Take-Off Mass (MTOM)) to obtain Category 1 Flight Test Ratings and Flight Test Instructor Ratings. Flight Test Ratings are not required and cannot be issued for testing light aircraft or for testing outside of development and initial certification of aircraft and modifications.
- Updates to the Qualified Military Pilot Scheme.
- Amendments to the administrative arrangements for Theoretical Knowledge examinations and the introduction of computer-based theoretical knowledge examinations; (e-examinations).
- The inclusion of material previously published in Information Notices (other than temporarily applicable information). Those Information Notices will be cancelled.
- Changes to take account of the restructuring of the CAA.

2.3 Changes that have Occurred Due to Calendar Progression Through the Transition Period

2.3.1 Licence holders, instructors, examiners and training organisations are reminded that the passage of time, in particular the 8 April 2014 transition date, has had the following, previously notified, effects:

- a) Instructor ratings and examiner authorisations included in UK national licences (as distinct from JAR-FCL or Part-FCL licences) are no longer valid for instructing and testing pilots for JAR-FCL/Part-FCL qualifications. To instruct and examine for Part-FCL (and former JAR-FCL) qualifications, instructors and examiners must hold Part-FCL certificates (or JAR-FCL qualifications that are deemed to be Part-FCL certificates under the Aircrew Regulation).