

Issued: 10 October 2014

Amendment of the Requirements to Renew a Class or Type Rating Included in a UK Issued Pilot Licence (Except a UK NPPL or a Part-FCL LAPL, SPL or BPL) and to Renew an Instrument Rating

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:	Not primarily affected
Licensed/Unlicensed Personnel:	All UK Licensed Pilots and Approved Training Organisations

1 Introduction

- 1.1 This new Information Notice supersedes the information published previously as Information Notice IN-2014/054. It includes the decision of the European Commission to adopt and publish the relevant derogation. There is no change of effect on licence holders.
- 1.2 The European rules for pilot licensing, Part-FCL (Annex I to Commission Regulation (EU) No. 1178/2011 as amended - the Aircrew Regulation), set out that to renew a class, type, or instrument rating that has expired, the pilot shall attend an Approved Training Organisation (ATO) and undertake such refresher training as the ATO may determine and then pass the relevant proficiency check.
- 1.3 The Aircrew Regulation is in force in all European Aviation Safety Agency (EASA) Member States and so compliance with the new rules is mandatory. There is no provision within Part-FCL as published to give credit for equivalent valid aircraft or instrument ratings held on non-EASA licences against these renewal requirements.
- 1.4 In accordance with the flexibility provisions of Article 14(6) of Regulation (EC) No. 216/2008, Slovakia applied for derogation to the effect that if the pilot holds the same class or type rating and/or instrument rating on a licence issued by a non-EASA Member State and that rating is

current, then the pilot would not have to go to an ATO for refresher training; he or she could just take the proficiency check.

- 1.5 As previously advised, the United Kingdom applied for derogation under the same provisions to negate the need for a pilot to meet the Instrument Rating (IR) renewal requirements in full if he/she also held an IR on the International Civil Aviation Organization (ICAO) Annex 1 compliant licence of another country that had not expired by more than seven years.
- 1.6 These derogations have now been brought into force by means of Commission Decisions: 2014/69/EU and 2014/425/EU. The UK has notified that it is applying these derogations for the holders of licences issued by the UK CAA.
- 1.7 Pilots are reminded that the amendments to the requirements to renew an IR in accordance with the applicable derogation were notified in Information Notice IN-2013/098 issued on 5 July 2013. That information has now been included in CAP 804.

2 Aircraft Ratings

- 2.1 Point FCL.740 of Part-FCL states:

"FCL.740 Validity and renewal of class and type ratings

(a) ...

(b) Renewal. If a class or type rating has expired, the applicant shall:

- (1) take refresher training at an ATO, when necessary to reach the level of proficiency necessary to safely operate the relevant class or type of aircraft; and*
- (2) pass a proficiency check in accordance with Appendix 9 to this Part."*

- 2.2 The intent of the derogation is that where a pilot holds a valid aircraft rating on a non-EASA licence of the same class or type that is to be renewed in the pilot's UK CAA issued licence, the pilot must pass the proficiency check specified in FCL.740(b)(2) but is not required to undergo training at an ATO.
- 2.3 To make use of these provisions, pilots must comply with the renewal requirements of FCL.740(b)(2) and apply to the UK CAA for the renewal of the class or type rating previously held on their UK CAA issued licence. The application must include:
 - (a) evidence of having passed the proficiency check;
 - (b) evidence of holding, in a non-EASA licence, a valid aircraft rating of the same class or type that is to be renewed in the UK CAA issued licence.

3 Instrument Ratings

- 3.1 The effects of the derogations that apply to the renewal of Instrument Ratings were previously published in Information Notice IN-2013/098. The relevant information has now been published in CAP 804. See CAP 804, Part I, Section 4, Part G, Subpart 1, Page 5, paragraph 5.3.
- 3.2 A pilot with a type rating including associated type-specific IR privileges may also take advantage of this derogation to renew the type rating and IR privileges where the pilot holds a valid aircraft rating for the same type with associated valid IR privileges in a non-EASA licence. He may renew the type rating, including the associated IR privileges, without completing mandatory refresher training at an ATO.