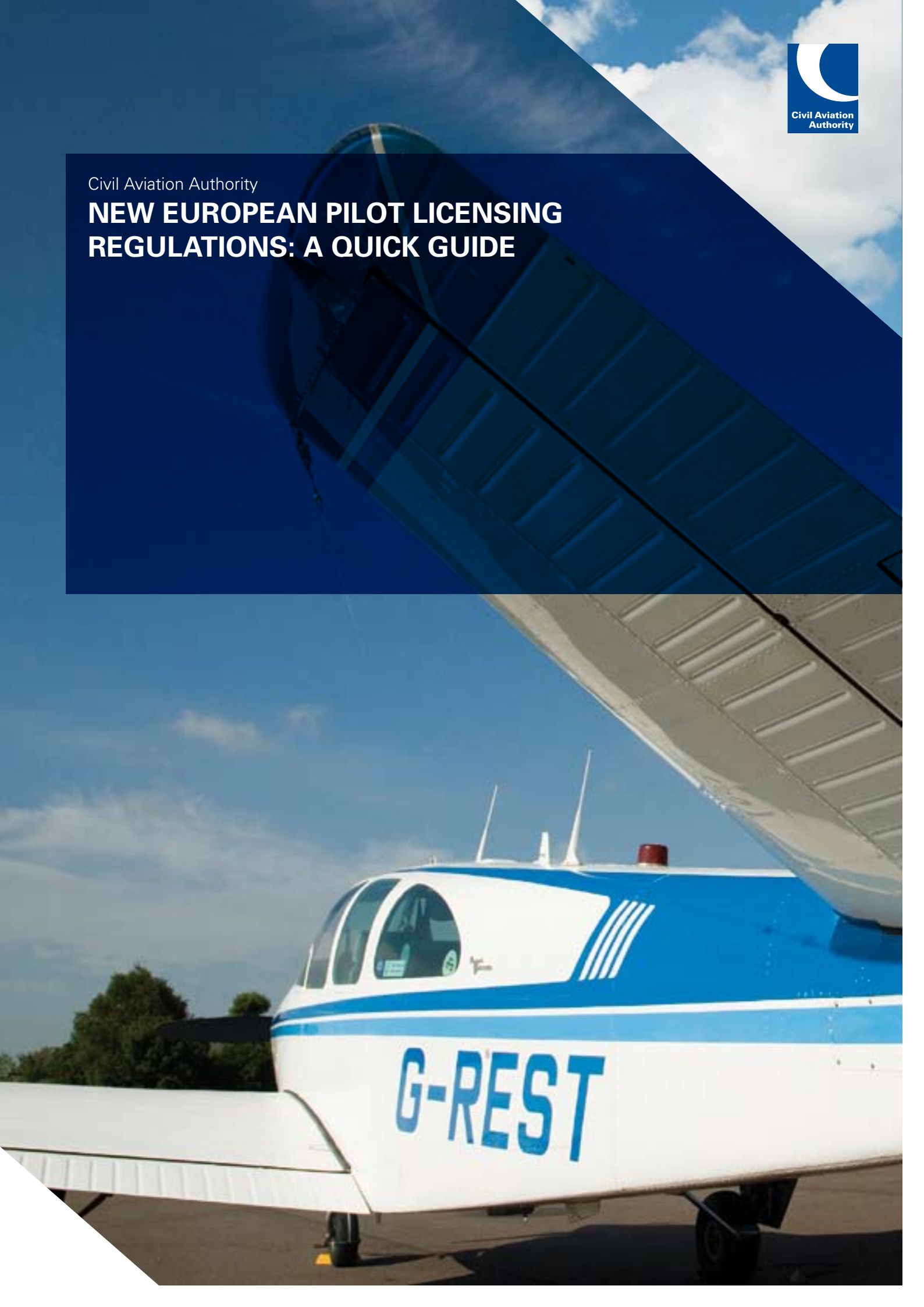





Civil Aviation Authority

# NEW EUROPEAN PILOT LICENSING REGULATIONS: A QUICK GUIDE





During 2012 pilot licensing and medical rules will change as new European (EU) legislation comes into force. This quick-guide is intended to give an overview of the impact the new legislation will have on existing holders of pilots' licences and also on the training of pilots, from both the provider and trainee's perspective. It also provides information on the new European medical requirements.

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### CAUTION

The information contained in this leaflet is correct as of February 2012. There may be some further changes as the regulations and associated guidance are finalised.

The final EU legislation and the associated guidance material is not scheduled to be published until the end of March 2012. More information will be provided when available and as the final European texts are published. The UK CAA will be launching a new publication – CAP 804 – in the Spring of 2012; this will replace LASORS from the middle of 2012.

## General Information

### BASICS

The European Commission and the European Aviation Safety Agency (EASA) are responsible for the legislation that will apply to most pilots in Europe from 2012 onwards. Competent Authorities within the Member States will administer the licensing rules (including those for medical certification and organisations) in accordance with EU legislation. The UK CAA is the Competent Authority for the UK.

Part-FCL licences will be non-expiring. In the UK JAR-FCL licences will be replaced with Part-FCL licences on calendar renewal from 1 July 2012 onwards, and new Part-FCL licences will be issued from that date. Current JAR-FCL licences (except those UK-issued JAR licences that are marked "Valid for UK registered aircraft"), are deemed to be Part-FCL licences by the legislation with effect from 8 April 2012 until they reach calendar expiry. JAR FCL licences issued between 8 April 2012 and 1 July 2012 will also be deemed to be Part-FCL licences until calendar expiry.

In the UK new Part-MED certificates will be issued on application for an initial certification or for revalidation or renewal of an existing certificate from 1 July 2012. JAR-FCL Medical Certificates will become EASA Part-MED Medical Certificates on 8 April 2012. JAR FCL Medical Certificates issued between 8 April 2012 and 1 July 2012 will be deemed to be EASA Part-MED certificates.

Some aircraft will remain subject to national regulations – these are non-EASA aircraft as described in the next section of this document. Pilots who intend to fly these aircraft only, may continue to do so using their national licences. UK legislation (the Air Navigation Order) will make Part-FCL licences valid for non-EASA aircraft that are within the ratings included in the Part-FCL licence. Pilots who hold Part-FCL licences will only need a UK licence issued under national legislation if they need a rating that cannot be added to a Part-FCL licence.

### FURTHER INFORMATION

- From 1 July 2012, EU rules for licence validations will apply to pilots with licences issued outside of the EASA Member States who are engaged in commercial flights in UK-registered EASA aircraft. This will also apply to pilots with licences issued outside of the EU flying with UK operators using aircraft registered anywhere. As written the EU legislation will apply European validation rules for private flights from 8 April 2014.
- Unlike JAA Requirements, the EASA Aircrew Regulation is directly applicable European law and so is legally binding in all European States. As such it overrides and replaces national legislation, such as the Air Navigation Order in the UK, in respect of aviation activities that are within EASA's remit. The UK Air Navigation Order is being amended to be consistent with the EU legislation.



## KEY DATES

**8 April 2012**

The EASA Aircrew Regulation (Regulation EC 1178/2011) comes into force. JAR Medical Certificates become Part-MED Medical Certificates and JAR licences become Part-FCL licences. Some amendments to the Air Navigation Order come into effect. The military accreditation scheme giving credits for JAR licences ends.

**1 July 2012**

The Annexes to the EASA Aircrew Regulation come into force in the UK: Part-FCL for licences; Part-MED for Medical Certificates; Part-ORA (Organisation Requirements) for training organisations; and Part ARA (Authority Requirements) for Competent Authorities. The CAA begins issuing EASA Part-FCL licences. Conversion of national (non-JAR) licences begins. The remaining amendments to the Air Navigation Order take effect. Aeromedical Examiners (AMEs) begin issuing EASA medical certificates.

**7 April 2014**

The last day on which a UK (non-JAR) licence can be used to fly an EASA aeroplane or helicopter for the purposes of aerial work or commercial air transport; or for any purpose if the maximum weight exceeds 2,000 kg or more than 4 persons are onboard. From 8th April 2014 an EASA Part-FCL licence will be mandatory for such flights.

**7 April 2015**

The last day on which a UK (non-JAR) licence can be used to fly any EASA aeroplane, helicopter, balloon or airship for any purpose, and the last day on which national rules can be used to fly EASA sailplanes. From 8 April 2015 an EASA Part-FCL licence will be mandatory to fly any EASA aircraft for any purpose.

**7 April 2017**

The last day on which a JAR-FCL medical certificate is valid.



- The European Regulations, including the EASA Aircrew Regulation (1178/2011) and its various Annexes (Part-FCL, Part-MED etc) may be found on the EASA website at: [www.easa.europa.eu/regulations/regulations-structure.php](http://www.easa.europa.eu/regulations/regulations-structure.php) (Note that Parts ORA and ARA and the full transition arrangements will not appear in the EASA Aircrew Regulation until it is amended in March 2012).
- The introduction of Part-FCL licences and procedures has made it necessary to make changes to the UK CAA's Scheme of Charges, which is accessible from the following link: [www.caa.co.uk/schemeofcharges](http://www.caa.co.uk/schemeofcharges). It will not be possible for the UK CAA to amend a JAR-FCL licence after 30 June 2012. After that date a JAR-FCL licence that requires any change will have to be converted to and be printed as a European Part-FCL licence. This means that the JAR to EASA conversion fee will be applicable to individual JAR licences at the first licensing transaction with the UK CAA from 1 July 2012 onwards.
- In order to provide a single reference for European and national pilot licensing requirements as implemented in the UK, the UK CAA is compiling a new publication that will replace LASORS, and eventually all other non-transitory licensing information. This publication, CAP 804, will be launched in Spring 2012 and will be amended frequently as new information becomes available. It will provide a guide to the European requirements and will contain

explanatory information. In addition it will be the means by which the UK CAA will notify the mandatory requirements for UK National licences (for activities outside of EASA's remit) that will be issued under the Air Navigation Order.

- When the transition periods are over the rules will require the training for all Part-FCL licences and ratings to be carried out at Approved Training Organisations that comply with Part-ORA.

### STATE OF LICENCE ISSUE

Under the new regulations, the licences held by an individual for any category of aircraft (i.e. aeroplanes, helicopters, sailplanes, balloons and airships) must be administered by one Competent Authority, which must also hold the aeromedical records of the pilot in accordance with Part-MED. This is the individual pilot's "State of Licence Issue". (Note that this will not necessarily be the country where the most recent medical certificate was issued. Under Part-MED, pilots may have a medical assessment by any Authorised EASA Aeromedical Examiner, who will send a copy of the assessment report and certificate to the State of Licence Issue).

Regardless of where a pilot completes training for a new licence or rating, the pilot may only apply to his State of Licence Issue for that licence or rating – other Competent Authorities cannot accept the application. Pilots wishing to change their State of Licence Issue will have to transfer their aeromedical records to the new State (or obtain



a new initial medical from the new State) and have all of their licences re-issued by that State.

Whenever a pilot completes a licensing skill test, proficiency check or an assessment of competence, the examiner must either have the same State of Licence Issue as the candidate, or have notified in advance the intent to conduct the test and have been briefed by the State of Licence Issue of the pilot who is taking the test. Applicants are advised to verify in advance that they will be making application to the appropriate State and that their examiner is either licensed by that State or has been briefed by that State.

## IN SUMMARY

Once the transition periods are over (see Key Dates), no National Licences will be valid for EASA aircraft, and no training outside of Approved Training Organisations will be valid for the grant of a Part-FCL licence or the grant of a rating. Any current licence holder who wishes to continue to fly EASA Aircraft will have to obtain the applicable Part-FCL licence, rating and medical certificate in advance of the transition end dates. Holders of JAR Licences will automatically be the holders of Part-FCL licences on 8 April 2012 (except those UK-issued JAR licences that are marked "Valid for UK registered aircraft"). The first licences to the EASA format will be issued by the UK CAA from 1 July 2012.

## ! KEEP UP TO DATE

Further information pertaining to the transition to EU legislation can be accessed from the UK CAA's: [www.caa.co.uk/eupilotlicensing](http://www.caa.co.uk/eupilotlicensing). In due course CAP 804 will be published and amended as necessary to provide complete information. Details of our free website publication notification services can be found at [www.caa.co.uk/subscriptions](http://www.caa.co.uk/subscriptions).

## Pilots

### WHO WILL NEED AN EASA PART-FCL LICENCE?

After the transitional periods end, any pilot flying an EASA Aircraft will need a Part-FCL licence. Most of the aircraft in Europe are EASA Aircraft regardless of State of manufacture or registration. The main exceptions are:

- Microlights
- Light Gyroplanes
- Amateur built aircraft
- Ex-military aircraft
- Foot-launched aircraft
- Vintage aircraft (that do not have EASA permits to fly or certificates of airworthiness)

These aircraft are collectively known as Annex II or non-EASA aircraft. Pilots who only fly these aircraft will not need a Part-FCL licence.

### FOR EXAMPLE:

The Tiger Moth, Luscombe 8 and Piper J3 Cub are Annex II aircraft, but the Cessna 172 and Piper PA28 are EASA Aircraft. A pilot with a UK PPL (i.e. issued before the introduction of JAR Licences) will still be allowed to fly the Tiger Moth after 7th April 2015 but not the PA28.

Under UK national legislation Part-FCL licences will be valid for UK-registered Annex II and State aircraft (other than military aircraft) that are within the ratings included in the licence. This will mean that the holder of a Part-FCL licence (including a JAR licence which becomes a Part-FCL licence) with a valid class rating will be able to fly both

EASA and Annex II aircraft that are within that rating. (i.e. Both the Tiger Moth and the PA28 may be flown using a Part-FCL licence with a Single Engine Piston rating).

Note that it is incorrect to assume that any aircraft with a permit to fly is an Annex II aircraft. Reference should be made to the permit to fly to check whether it is an EASA permit or a national permit; alternatively the classification of a particular aircraft type may be found in the airworthiness publication *CAP 747, Mandatory Requirements for Airworthiness*, which can be viewed at [www.caa.co.uk/CAP747](http://www.caa.co.uk/CAP747)



## **HOW AND WHEN WILL EASA PART-FCL LICENCES BE ISSUED?**

The UK CAA will begin issuing new Part-FCL licences from 1 July 2012.

On 8 April 2012 JAR licences will automatically become Part-FCL licences. They must, however, be physically replaced on, or before, their calendar expiry dates. For example, the holder of a JAR PPL will have it replaced with a Part-FCL PPL when the licence is next submitted to the UK CAA for renewal or amendment after 1 July 2012.

All non-JAR licences (i.e. 'National Licences', including JAR licences marked as 'Valid for UK registered aircraft') can be converted directly into Part-FCL licences; it is not necessary to convert to a JAR licence first. For aeroplane and helicopter PPLs, CPLs, and ATPLs this conversion can be done on similar terms to those which currently exist to convert national licences to JAR licences. These terms are set out in the second Annex to the EASA Aircrew Regulation – 'Conditions for the conversion of existing national licences and ratings for aeroplanes and helicopters'. For the conversion of other UK licences and UK gliding qualifications the UK CAA is compiling conversion reports for agreement with EASA. Once finalised the conversion terms will be published in CAP 804.



## WHAT ELSE IS CHANGING?

- The current military accreditation scheme ceases on 8 April 2012. No.22 Training Group RAF is developing a new scheme to provide military pilots with credits against Part-FCL for the issue of Part-FCL licences. It is not yet certain when this new scheme will start.
- Old-syllabus Professional JAR Theoretical Knowledge examinations will not be available after March 2012. Examinations to the new syllabus only will be available from April 2012.
- The new Aerobatic, Towing, Mountain and Flight Test ratings may be issued in the UK with effect from 1 July 2012. The grant of these ratings will be subject to compliance with conversion requirements, or the availability and completion of approved training courses.
- UK-issued JAR licences that are marked “Valid for UK registered aircraft” are not deemed to be Part-FCL licences. Under the Air Navigation Order they will be UK national licences that may be converted to Part-FCL licences in accordance with the second Annex to the EASA Aircrew Regulation.
- Part-FCL licences are non-expiring; and when the amendment to the Air Navigation Order is fully implemented, all UK pilot licences will also be non-expiring.
- The format of the Flight Crew Licence is being changed significantly – see the final section of this guide for further details.
- Medical limitations will no longer be recorded on licences; they will be on the Medical Certificate only.
- From 1 July 2012, whenever a licence is re-printed as an EASA Part-FCL licence following amendment (or conversion, or the final calendar renewal) the licence will show only the ratings that are valid on the day it was printed. This is stipulated by Part-ARA. For lapsed ratings to be reinstated subsequently it will be necessary to apply to the UK CAA to have the ratings re-entered on the licence when the renewal requirements have been complied with. This will incur a fee according to the UK CAA Scheme of Charges. Lapsed ratings will be shown on the reverse of the licence so that examiners conducting renewals will have evidence that the rating was held previously. See the final section of this guide.
- With effect from 1 July 2012 in the UK, the rules for the conversion and validation of pilot licences from non-EU countries will be changing. These are set out in Article 8 of the EASA Aircrew Regulation and the third annex to that regulation – ‘Conditions for the acceptance of licences issued by or on behalf of third countries’. Further details will be provided in CAP 804.



### NPPL AND LAPL

The EASA Aircrew Regulation introduces the Light Aircraft Pilot Licence (LAPL). This is similar in concept to the current UK NPPL(A). However, the LAPL will be valid for flight throughout Europe using any aircraft registered in the EU that falls within the privileges of the licence.

The LAPL is not limited to aeroplanes; LAPLs for helicopters, balloons and sailplanes will also be available. It will not be necessary to hold a Class 1 or Class 2 medical certificate; instead, there will be a specific LAPL Medical Certificate (details are still being finalised).

### FLIGHT UNDER IFR

EASA has published proposals for simplified instrument ratings, including a cloud flying rating for glider pilots.

More details are available at: [www.easa.eu.int/communications/press-release.php](http://www.easa.eu.int/communications/press-release.php)

### IMC PRIVILEGES

The UK CAA is actively seeking agreement with EASA over the grandfathering of IMC privileges and the future of the IMC Rating. We will update our website as negotiations progress:

[www.caa.co.uk/eupilotlicensing](http://www.caa.co.uk/eupilotlicensing)

## TYPES OF LICENCES FROM JULY 2012

In the table, the left column shows the licences that will be available under Part-FCL. The column on the right shows the licences that the UK CAA intends to make provision for under the Air Navigation Order.

| Part-FCL Licence            | UK Licence                       |
|-----------------------------|----------------------------------|
| <b>Fixed Wing</b>           |                                  |
| ATPL(A)                     | ATPL(A)*                         |
| MPL                         | Not Available                    |
| CPL(A)                      | CPL(A)*                          |
| PPL(A)                      | PPL(A)*                          |
| LAPL(A)                     | NPPL(A) SSEA                     |
| Not Available               | NPPL(A) Microlight               |
| LAPL(S) or LAPL(A) with TMG | NPPL(A) SLMG                     |
| LAPL(S)                     | Not Available                    |
| SPL                         | CPL(Glider)                      |
| Not Available               | Flight Engineer                  |
| <b>Helicopters</b>          |                                  |
| ATPL(H)                     | ATPL(H)*                         |
| CPL(H)                      | CPL(H)*                          |
| PPL(H)                      | PPL(H)*                          |
| LAPL(H)                     | NPPL(H)*                         |
| <b>Gyroplanes</b>           |                                  |
| Not Available               | PPL(Gyroplane)                   |
| <b>Balloons</b>             |                                  |
| BPL                         | CPL(B), PPL(Balloons & Airships) |
| LAPL(B)                     | Not Available                    |
| <b>Airships</b>             |                                  |
| CPL(As)                     | CPL(Airships)                    |
| PPL(As)                     | PPL(Balloons and Airships)       |

Any UK National licence marked \* will only be granted to applicants who comply with the requirements for the equivalent Part-FCL licence and the relevant national rating. New UK National ATPL, CPL and PPL licences issued from 1 July 2012 and NPPL(A) issued after 8 April 2015 are not convertible to Part-FCL licences. Further details on the types of licences and the ratings that may be applied for will be provided in CAP 804.

## MEDICAL REQUIREMENTS FOR LICENCES FROM JULY 2012

In the following table, the columns on the left describe the types of licences that will be available from 1 July 2012. The column on the right defines the minimum required level of medical certification that must be held by the licence holder in order to exercise the privileges of the licence. Pilots are reminded that this includes solo flights as part of a training course.

| Applicable Licence |                          | Minimum Medical Requirement in order to exercise licence privileges |
|--------------------|--------------------------|---|
| EASA / UK          | Type(s)                  |   |
| EASA               | ATPL(A)                  | EASA Class 1 Medical Certificate                                    |
|                    | ATPL(H)                  |   |
|                    | MPL(A)                   |   |
|                    | CPL(A)                   |   |
|                    | CPL(As)                  |   |
| UK National        | ATPL(A)                  |   |
|                    | ATPL(H)                  |   |
|                    | CPL(A)                   |   |
|                    | CPL(H)                   |   |
| EASA               | PPL(A)                   | EASA Class 2 Medical Certificate                                    |
|                    | PPL(H)                   |   |
|                    | PPL(As)                  |   |
|                    | BPL                      |   |
|                    | SPL                      |   |
| UK National        | CPL(As)                  |   |
|                    | CPL(B)                   |   |
|                    | PPL(A)                   |   |
|                    | PPL(H)                   |   |
| EASA               | LAPL(A)                  | EASA LAPL Medical Certificate                                       |
|                    | LAPL(H)                  |   |
|                    | LAPL(S)                  |   |
|                    | LAPL(B)                  |   |
| UK National        | NPPL(A) SSEA             | NPPL Medical Declaration or EASA LAPL Medical Certificate           |
|                    | NPPL(A) Microlight       |   |
|                    | NPPL(A) SLMG             |   |
|                    | PPL(Gyroplanes)          |   |
|                    | PPL(Balloons & Airships) |   |
| UK National        | NPPL(H)                  | EASA LAPL Medical Certificate                                       |

### CAUTION

Pilots are recommended to ensure that they meet the minimum appropriate medical requirements before embarking upon a course of training for a licence.

## KEY DATES PILOTS

8 April 2012

- JAR Current Military Accreditation scheme ceases
- ECAC Terms no longer available for licence issue
- Old JAR syllabus TK exams cease

1 July 2012

- All Flight Crew Licences have new format when reissued by CAA
- Licences issued in accordance with Part-FCL; only current ratings included
- EASA Licences and Ratings available
- Annex II aircraft type ratings contained within separate National licence, issued with EASA Licence

8 April 2014

- Non-JAR, non-EASA licences no longer valid for commercial flights in any EASA aircraft, and not valid for flights in EASA aircraft in excess of 2,000kg MTOM or with more than 4 persons onboard

8 April 2015

- Non-JAR, non-EASA licences only valid for Annex II, non-EASA aircraft



## Medical

### KEY CHANGES TO MEDICAL REQUIREMENTS

- The UK CAA will continue to have an Aeromedical Centre based at Aviation House, Gatwick. The introduction of the EASA Aircrew Regulation will allow other organisations to obtain Aeromedical Centre Approval.
- The LAPL medical certificate is being introduced from 1 July 2012. From this date, aeromedical examinations and certificate issuance for the LAPL may be conducted by Aeromedical Examiners (AMEs) and General Medical Practitioners (GMPs) who comply with the relevant procedures.

#### FOR PILOTS:

From 1 July 2012, existing JAA Class 1 & 2 Medical Certificate holders can revalidate or renew to obtain an EASA medical certificate with an AME. For initial issue of Class 1 medical certificates, applicants

are required to attend an Aeromedical Centre. Applicants for an EASA LAPL medical certificate can have an examination with an AME or their own National Health Service GP.

#### FOR AEROMEDICAL EXAMINERS (AMEs):

Existing JAA approved AMEs will receive an EASA certificate entitling them to perform EASA examinations and issue medical certificates. The receipt of EASA certification is conditional on the AME attending a UK CAA-organised AME EASA Seminar and agreeing to submit medical examination reports through AME Online, which will be enhanced on 1 July 2012 to support the changes in medical requirements.

#### FOR GPs:

Notification to the UK CAA Medical Department is required by GPs if they intend to issue LAPL medical certificates. Notification has to be done once, prior to undertaking the first assessment.

### KEY DATES MEDICAL

**8 April 2012**

– JAR-FCL 3 Medical Certificates (that are mutually recognised under JAA arrangements) become EASA Part-MED Medical Certificates

**1 July 2012**

– Medical Certificates issued in accordance with Part-MED  
 – All Medical Certificates have new EASA format when re-issued by CAA  
 – LAPL Medical Certificate available, and must be held by holders of a LAPL licence or those training for a LAPL licence and flying solo

## Training Providers

### TRAINING PROVIDERS FOR PPL

From 8 April 2015, Registered Facilities will no longer be recognised to provide training towards Private Pilots Licences. In order to maintain the ability to provide such training, Registered Training Facilities must become Approved Training Organisations (ATOs).

### OTHER TRAINING PROVIDERS

All Flying Training Organisations (FTOs) and Type Rating Training Organisations (TRTOs) currently approved to provide training for JAR licences and type ratings will automatically be approved to provide the same training for Part-FCL licences from 8 April 2012 onwards. Their Approval Certificates will be re-issued as EASA certificates upon calendar expiry. However, all training organisations (other than Registered Facilities) must comply in full with Part-ORA and Part-FCL by 8 April 2014.

### FLIGHT SIMULATOR TRAINING DEVICES (FSTDs) AND USER APPROVALS

From 8 April 2012, many FSTDs currently approved by the UK CAA, (located outside an EU Member State, or those in the UK where the FSTD Operator is based outside the EU Member State), become the responsibility of EASA and will be subject to approval and oversight by the Agency. (The Agency may decide to employ national Competent Authorities carry out this work under contract).

From 8 April 2012, all existing and approved FSTD's will be deemed to be approved in accordance with EASA regulations.

From 1 July 2012 the UK CAA will issue FSTD approvals to the EASA format. Existing certificates will be re-issued as such upon calendar expiry. Under EASA regulations, FSTD Qualification Certificates are non-expiring, although their ongoing validity is maintained by annual recurrent checks.

Further information on the changes to FSTD qualifications can be found in Information Notice 2011/136 available on our website at:

[www.caa.co.uk/eupilotlicensing](http://www.caa.co.uk/eupilotlicensing)

Formal User Approvals will no longer be required. The approval of an FSTD for training for Part-FCL licences and ratings will be part of an ATO approval (and associated course approval). For operational checks required by the Regulation for Air Operations, the approval for use will be managed by approval of the relevant Air Operator Certificate Holder's Operations Manual (Part D).





### INDIVIDUALS UNDER TRAINING WHEN EASA COMES INTO FORCE

Pilots undergoing training for a JAR licence or additional JAR qualification prior to 8 April 2012 can count this training towards the equivalent EASA qualification until 7 April 2016

### TRANSFER OF UK CAA SCHOOLS TO EASA AND OTHER COMPETENT AUTHORITIES

Under Part-ORA, ATOs must be approved and overseen by the Competent Authority of the country within which the ATO has its principal place of business. Schools currently registered/approved and overseen by the UK CAA will become the responsibility of EASA, if their principal place of business is outside the EU, or the responsibility of the applicable Competent Authority if they are elsewhere within the EU. Schools with their principal place of business in the UK will remain regulated by the UK CAA.

## KEY DATES TRAINING PROVIDERS

### 8 April 2012

- EASA becomes responsible for the regulation of training providers outside the EU
- Training Providers within the EU are regulated by the Competent Authority of the country that is the principle place of business for the Training Provider

### 1 July 2012

- FSTD Qualifications issued and overseen under EASA requirements
- UK Training Providers may apply to become an ATO

### 8 April 2015

- All Training Providers must be approved as an Approved Training Organisation to continue the provision of training; FTOs, TRTOs and RTFs no longer exist

## Instructors

There are specific differences in the qualification criteria and privileges for some instructor categories. All instructors are advised to read the EASA Aircrew Regulation to establish what, if any impact, such changes will have on them. The UK CAA will be publishing further information in Information Notices and within CAP 804 in due course. There are some specific changes to be aware of, as follows:

### CHANGES TO PRIVILEGES FOR INSTRUCTORS OF SINGLE PILOT AEROPLANES

Under Part-FCL there are changes to the privileges of instructors for aeroplanes compared with JAR-FCL. Under JAR-FCL, Type Rating Instructors (TRIs) perform their roles in respect of type ratings for helicopters and for multi pilot aeroplanes. Class Rating Instructors (CRIs) perform their roles for aeroplanes that are within class ratings, but also in respect of type ratings for single pilot aeroplanes. Under Part-FCL this latter aspect will change. CRIs will continue to deal with class ratings and the type ratings for single pilot aeroplanes that are not classified as "Single Pilot High Performance Complex Aeroplanes" (SPHPCA). However, for SPHPCA type ratings the instructing will be by TRIs, even though they are single pilot aeroplanes. Further information will be published by AIC and in CAP 804.

### NEW INSTRUCTOR PRIVILEGES

From 1 July 2012, some new instructor privileges will be available. These include the Flight Test Instructor Certificate and the Mountain Instructor Certificate.

### CREW RESOURCE MANAGEMENT INSTRUCTOR (CRMI) QUALIFICATION

It should be noted that the CRMI is introduced by the EASA Operations Regulation. It is not within the EASA Aircrew Regulation and so cannot be added to a Part-FCL licence.

#### CAUTION

Instructors are recommended to ensure that they are completely familiar with the content of this guide and the EASA Aircrew Regulation, given their interaction with students and pilots.



## KEY DATES INSTRUCTORS

8 April 2012

– JAR Instructor Ratings become Part-FCL Instructor Certificates

1 July 2012

– New Instructor Types become available  
– Instruction for Single Pilot High Performance Complex Aeroplanes can no longer be given by CRIs; (there will be transitional arrangements to maintain the privileges of CRIs already instructing on SPHPCA)



## Examiners

There are specific differences in the qualification criteria and privileges for some examiner categories. All examiners are advised to read the EASA Aircrew Regulation to establish what, if any impact, such changes will have on them. The UK CAA will be publishing further information in Information Notices and within CAP 804 in due course. There are some specific changes to be aware of. Not least, **all** licence holders wishing to exercise examiner privileges on UK-issued licence holders must either have an authorisation issued by the UK CAA, or receive a briefing from the UK CAA before conducting any test. The mechanism of delivery for this briefing is being developed and will be advised when finalised.

### 170A TESTS

The requirements of FCL.030 are, in part, a means by which the ATO takes responsibility for the quality of the training it provides and the competence of the applicants it recommends as ready for test. Currently, the recommendation is made by submitting a Form 170A, signed by an appropriate person. As the Form asserts that the student of a training school is of a suitable standard to take the test, the person making the recommendation must be accountable to the school and therefore an employee of the school. Under the existing system this has not always been the case. Occasionally, an instructor or examiner who is independent of the school has acted as the F170A signatory. The acceptance of F170A's signed by signatories who are independent of the training provider will be discontinued. In recognition that not all training

organisations have "in house" authorised F170A signatory, there will be a transition period. The UK CAA will continue to accept F170A certificates signed by independent authorised signatories until 8 April 2012, but thereafter the forms will only be accepted if signed by an authorised person within the training organisation.

### CHANGES TO PRIVILEGES FOR EXAMINERS OF SINGLE PILOT AEROPLANES

Under Part-FCL there are changes to the privileges of examiners for aeroplanes compared with JAR-FCL. Under JAR-FCL, Type Rating Examiners (TREs) perform their roles in respect of type ratings for helicopters and for multi pilot aeroplanes. Class Rating Examiners (CREs) perform their roles for aeroplanes that are within class ratings, but also in respect of type ratings for single pilot aeroplanes. Under Part-FCL this latter aspect will change. CREs will continue to deal with class ratings and the type ratings for single pilot aeroplanes that are not classified as "Single Pilot High Performance Complex Aeroplanes" (SPHPCA). However, for SPHPCA type ratings the examining will be by TREs, even though they are single pilot aeroplanes.

## KEY DATES EXAMINERS

8 April 2012

- 170A Authorisation not accepted from persons independent of the school
- JAR Examiner authorisations become Part-FCL Examiner Certificates

1 July 2012

- New format Examiner Authorisation Certificate issued upon re-issue of any Licence/Examiner Authorisation
- Examiners wishing to conduct checks on candidates whose state of licence issue differs from that of the examiner must be briefed by the candidates Competent Authority, unless the State of Licence Issue of the examiner and candidate are the same
- Examiners must notify the Competent Authority of the State where they are working

### EXAMINERS EXERCISING THEIR PRIVILEGES OUTSIDE THEIR STATE OF LICENCE ISSUE OR TO TEST CANDIDATES LICENSED BY A DIFFERENT STATE.

Prior to exercising examiner privileges on UK licence holders, non-UK examiners must pre-notify the UK CAA of their intent to do so. This is specified in Part-FCL and the same requirement applies in all EU States. Examiners must be briefed by the Competent Authority of the State of licence issue of the candidate for the test. This pre-notification is not required if the examiner and candidate's licences are issued by the same Member State Competent Authority.

### NEW FORMAT EXAMINER CERTIFICATE

From 1 July 2012, the UK CAA will commence issuing one, consolidated, "Additional Qualifications" certificate to holders of UK issued pilots licences who also hold examiner privileges. For the most part, this will happen upon renewal, or variation of such privileges, and will mean that the holder of a TRE(A), CRE(A) and FE(A), for example, will no longer hold three separate authorisations, but one consolidated certificate containing the equivalent privileges.

#### CAUTION

Examiners are recommended to ensure that they are completely familiar with the content of this guide and the EASA Aircrew Regulation, given their interaction with students and pilots.

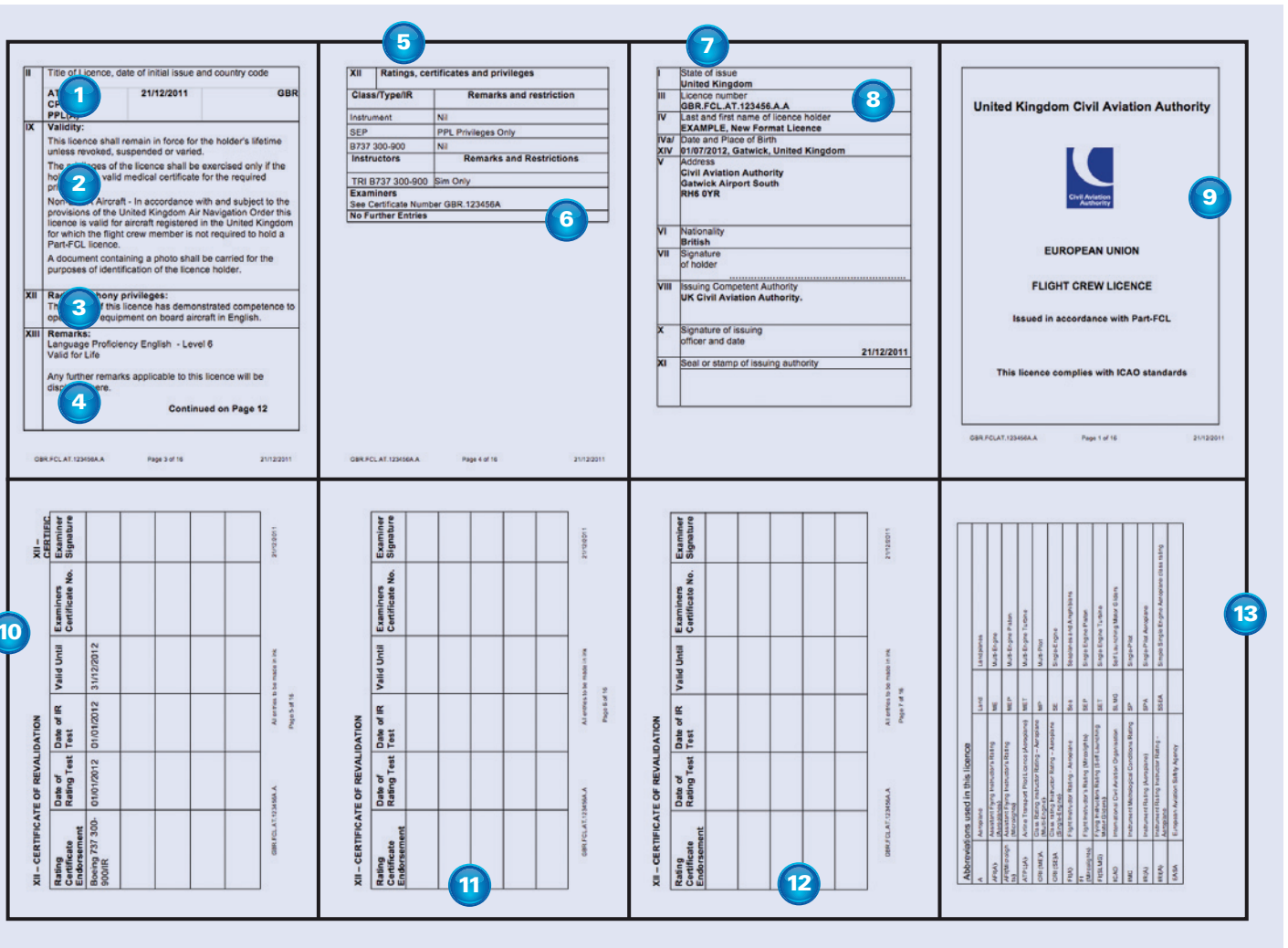
## Operators

The EASA Aircrew Regulation will affect Commercial Operators as there will be changes to the rules for refresher training and revalidation/ renewal of ratings. Some operators may also have pilots who have UK non-JAR licences that will require conversion before 8 April 2014.

Further information for Operators can be found at: [www.caa.co.uk/flightoperations](http://www.caa.co.uk/flightoperations)



## New Licence Format



### FRONT-SIDE

- Licence Type, initial issue date and state of licence issue
- Validity statements
- Radiotelephony privilege details
- Remarks endorsed upon licence, including Language Proficiency level and validity period. NB Remarks continue on Reverse-side if necessary
- Ratings held, and associated remarks/restrictions. Only current ratings are detailed
- If an Examiner certificate is held, then it is indicated here and refers to separate authorisation

- Personal Details and details of issuing authority
- In order to comply with EASA regulations, licences are prefixed with "GBR" rather than "UK"
- Front cover when the licence is folded: Includes Indication of whether licence is a Part-FCL licence
- Certificate of Revalidation: details current ratings and their valid-until dates, in addition to the associated test date. Also provides test date of any current Instrument Rating tests
- Further Certificates of Revalidation
- Explanation of abbreviations used in the licence

|   |  |  |  |                       |  |                             |               |  |           |  |          |  |             |  |              |  |   |   |  |             |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |   |                                 |  |     |                                    |    |  |      |                        |  |          |  |                    |
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| <p>Note: This page does not form part of the licence</p> <table border="1"> <tr><td colspan="2">Ratings previously held by licence holder</td></tr> <tr><td>Licence Number</td><td>GBR.FCL.AT.123456.A.A</td></tr> <tr><td>Last and first name of licence holder:</td><td>EXAMPLE, New Format Licence</td></tr> <tr><td>Class/Type/IR</td><td></td></tr> <tr><td>CL604/605</td><td></td></tr> <tr><td>B747-400</td><td></td></tr> <tr><td>Instructors</td><td></td></tr> <tr><td>TRI B747-400</td><td></td></tr> </table> <p style="text-align: center;"><b>14</b></p> <p>GBR.FCL.AT.123456.A.A Page 9 of 16 21/12/2011</p> | Ratings previously held by licence holder  |  | Licence Number   | GBR.FCL.AT.123456.A.A | Last and first name of licence holder: | EXAMPLE, New Format Licence | Class/Type/IR |  | CL604/605 |  | B747-400 |  | Instructors |  | TRI B747-400 |  | <p>Note: This page does not form part of the licence</p> <table border="1"> <tr><td colspan="2">Ratings previously held by licence holder</td></tr> <tr><td colspan="2">(Continued)</td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> </table> <p style="text-align: center;"><b>15</b></p> <p>GBR.FCL.AT.123456.A.A Page 11 of 16 21/12/2011</p> | Ratings previously held by licence holder |  | (Continued) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | <p style="text-align: center;">INTENTIONALLY BLANK</p> <p>GBR.FCL.AT.123456.A.A Page 11 of 16 21/12/2011</p> | <table border="1"> <tr><td colspan="2">Remarks – continued from page 3</td></tr> <tr><td>III</td><td>Licence number: GBR.FCL.123456.A.A</td></tr> <tr><td>IV</td><td>Last and first name of licence holder: EXAMPLE, New Format Licence</td></tr> <tr><td>XIII</td><td>Radiotelephony Remarks</td></tr> <tr><td></td><td>VHF Only</td></tr> <tr><td></td><td>No Further Entries</td></tr> </table> <p style="text-align: center;"><b>16</b></p> <p>GBR.FCL.AT.123456.A.A Page 16 of 16 21/12/2011</p> | Remarks – continued from page 3 |  | III | Licence number: GBR.FCL.123456.A.A | IV | Last and first name of licence holder: EXAMPLE, New Format Licence | XIII | Radiotelephony Remarks |  | VHF Only |  | No Further Entries |
| Ratings previously held by licence holder   |  |  |  |                       |  |                             |               |  |           |  |          |  |             |  |              |  |   |   |  |             |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |   |                                 |  |     |                                    |    |  |      |                        |  |          |  |                    |
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| Last and first name of licence holder:  | EXAMPLE, New Format Licence  |  |  |                       |  |                             |               |  |           |  |          |  |             |  |              |  |   |   |  |             |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |   |                                 |  |     |                                    |    |  |      |                        |  |          |  |                    |
| Class/Type/IR   |  |  |  |                       |  |                             |               |  |           |  |          |  |             |  |              |  |   |   |  |             |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |   |                                 |  |     |                                    |    |  |      |                        |  |          |  |                    |
| CL604/605   |  |  |  |                       |  |                             |               |  |           |  |          |  |             |  |              |  |   |   |  |             |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |   |                                 |  |     |                                    |    |  |      |                        |  |          |  |                    |
| B747-400  |  |  |  |                       |  |                             |               |  |           |  |          |  |             |  |              |  |   |   |  |             |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |   |                                 |  |     |                                    |    |  |      |                        |  |          |  |                    |
| Instructors   |  |  |  |                       |  |                             |               |  |           |  |          |  |             |  |              |  |   |   |  |             |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |   |                                 |  |     |                                    |    |  |      |                        |  |          |  |                    |
| TRI B747-400  |  |  |  |                       |  |                             |               |  |           |  |          |  |             |  |              |  |   |   |  |             |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |   |                                 |  |     |                                    |    |  |      |                        |  |          |  |                    |
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|   |  |  |  |                       |  |                             |               |  |           |  |          |  |             |  |              |  |   |   |  |             |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |   |                                 |  |     |                                    |    |  |      |                        |  |          |  |                    |
| Remarks – continued from page 3   |  |  |  |                       |  |                             |               |  |           |  |          |  |             |  |              |  |   |   |  |             |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |   |                                 |  |     |                                    |    |  |      |                        |  |          |  |                    |
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| XIII  | Radiotelephony Remarks   |  |  |                       |  |                             |               |  |           |  |          |  |             |  |              |  |   |   |  |             |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |   |                                 |  |     |                                    |    |  |      |                        |  |          |  |                    |
|   | VHF Only   |  |  |                       |  |                             |               |  |           |  |          |  |             |  |              |  |   |   |  |             |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |   |                                 |  |     |                                    |    |  |      |                        |  |          |  |                    |
|   | No Further Entries   |  |  |                       |  |                             |               |  |           |  |          |  |             |  |              |  |   |   |  |             |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |   |                                 |  |     |                                    |    |  |      |                        |  |          |  |                    |
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**! CAUTION**

Pilots are not permitted to cut up their licence as its format and layout is stipulated by EASA regulations

**REVERSE-SIDE**

- 14. Expired Ratings: Any ratings that are no longer current will be listed here
- 15. Provision for a second page of Expired Ratings
- 16. Continuation of Remarks and Restrictions from the front-side of the licence, if applicable



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