

# Explanatory Notes

## The UK class/type rating and licence endorsement list — flight crew



### 1. General

There are two separate type rating and licence endorsement lists for flight crew published by the CAA, one for aeroplanes and one for helicopters.

These lists constitute the class and type of aircraft categorisations in accordance with FCL.010 (category of aircraft, class of aeroplane, and type of aircraft) and FCL.700 of Annex I (Part-FCL) to UK Regulation (EU) No. 1178/2011<sup>1</sup> and associated GM1 FCL.700.

The lists indicate if Operational Evaluation Guidance Material (OE GM) or Operational Suitability Data (OSD) flight crew are available, as described in Article 7a of UK Regulation (EU) No. 748/2012 (UK Initial Airworthiness). UK type certificate data sheets (TCDSs) contain further references to OSD. Complete current OSD information is held by the relevant type certificate (TC) or STC holder.

The lists also provide aircraft-specific references relevant to flight crew qualifications and air operations.

FCL.010 'Definitions' defines types of aircraft as follows:

'type of aircraft' means a categorisation of aircraft requiring a type rating as determined in the operational suitability data (OSD) established in accordance with Annex I (Part-21) to UK Regulation (EU) No 748/2012), and which includes all aircraft of the same basic design including all modifications thereto except those which result in a change in handling or flight characteristics.

FCL.700 describes the circumstances in which a class or type rating is required and GM1 FCL.700 describes tables for the classification of class rating aircraft.

Aircraft referred to in Annex I to UK Regulation (EU) 2018/1139<sup>2</sup> (known as the 'UK Basic Regulation') may be listed in the tables in support of harmonised licence endorsements, or when their operation could be subject to requirements relevant to flight crew qualifications and air operations (i.e. used in commercial air transport).

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<sup>1</sup> UK Regulation (EU) No 1178/2011 lays down technical requirements and administrative procedures related to civil aviation aircrew pursuant to UK Regulation (EU) 2018/1139.

<sup>2</sup> UK Regulation (EU) 2018/1139 on common rules in the field of civil aviation.

## **2. Aircraft class ratings**

Aircraft class rating designations are incorporated within the lists.

Aircraft within a class rating are not individually listed, except for all aircraft within the class rating SET and for other aircraft with specific provisions.

### **2.1 Class rating 'SET' for single pilot (SP) single-engine (SE) turbo-prop aircraft**

The class rating 'SET' for SP SE turbo-prop aircraft is established within the lists. All aircraft within the class rating SET are listed individually in the table. Aircraft are added to the class rating SET following UK classification.

## **3. UK type rating and licence endorsement lists**

These lists provide users with a consolidated overview of established type rating designations and associated licence endorsements.

The type rating and licence endorsement lists do not include information for all aircraft. In particular, aircraft may not be included if they are part of a class rating single-engine piston (SEP) (land/sea), multi-engine piston (MEP) (land/sea), touring motor glider (TMG), or not subject to an OSD evaluation in accordance with Part-21.

The lists also indicate whether aircraft are defined as complex aircraft in accordance with the UK Basic Regulation and if they are classified as (single-pilot) high-performance aircraft (HPA) in accordance with Part-FCL.

Finally, the lists indicate whether aircraft have been classified as variants. Flight crew type rating and variant designations are established by the UK through the OSD flight crew evaluation process and are only valid for the evaluated aircraft <sup>3</sup>make and model.

### **[3] Licence endorsement**

The licence endorsement is established in accordance with FCL.010 (category of aircraft, class of aeroplane, and type of aircraft) and FCL.700 of Annex I (Part-FCL) to UK Regulation (EU) No 1178/2011, and associated GM1 FCL.700.

Occasionally, the addition of a new aircraft variant may lead to a change in an existing licence endorsement. In these cases, the previous licence endorsement remains valid but should be replaced with the amended endorsement during the next administrative process.

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<sup>3</sup> Refer to GM1 FCL.135.A; FCL.135.H DIFFERENCES AND FAMILIARISATION TRAINING:

(a) Differences training requires the acquisition of additional knowledge and training on an appropriate training device or the aircraft.

(b) Familiarisation requires the acquisition of additional knowledge

## [4] Aircraft variants

### 1. Aircraft within class ratings

Aircraft within class ratings do not have associated OSD in accordance with Part-21. The 'UK type rating and licence endorsement lists for flight crew provide categories of class ratings — such as SEP, MEP, SET, etc.— and indicate aircraft which are considered as variants.

Aircraft within the same class rating which are separated by a **horizontal line** in the tables require differences training, whereas those aircraft which are contained in the **same cell** require familiarisation when transitioning from one aircraft to another<sup>4</sup>. As an example, a SEP (land) aeroplane with variable pitch propeller and a SEP (land) aeroplane with retractable undercarriage require differences training, whereas two different SEP (land) aeroplanes, both with cabin pressurisation require familiarisation.

All aircraft within the same class rating MEP or SET require differences training, unless indicated otherwise in the list.

Revalidation for each SET aircraft must be accomplished individually, unless indicated otherwise in the list.

### Example of aircraft with class ratings in the 'Type rating and licence endorsement list for flight crew

Manufacturer	Aircraft model/name	Licence endorsement	Variants	Complex	SP / SP HPA / MP	OE GM / OEB / OSD FC available	Remarks
①	②	③	④	⑤	⑥	⑦	⑧
All manufacturers	All powered sailplanes having an integrally mounted, nonretractable engine and a non-retractable propeller, capable of taking off and climbing under its own power.	TMG	Yes	NA	SP		Class rating TMG  Aeroplanes within the class rating touring motor glider (TMG) are not listed individually in this table, unless specific provisions have been established.
All manufacturers	...	SEP (land)	YES	NA	SP		Class rating SEP (land)  Aeroplanes within the class rating SEP (land) are not listed individually in this table, unless specific provisions have been established.
	Single-engine piston (land) with variable pitch propellers (VP)						
	Single-engine piston (land) with retractable undercarriage (RU)						
	...						
	...						
	...						

	...						
	...						
All manufacturers	Single-engine turbo-prop engines	SET	YES	NA	SP		<p>Class rating SET</p> <p>All aeroplanes within the class rating SET are listed individually in this table and require UK classification.</p> <p>All aeroplanes within the class rating SET require differences training, unless indicated otherwise in the list.</p> <p>Revalidation for each SET aeroplane must be accomplished individually, unless indicated otherwise in the list.</p>
Manufacturer	Aircraft model/name	Licence endorsement	Variants	Complex	SP / SP HPA / MP	OE GM / OEB / OSD FC available	Remarks
①	②	③	④	⑤	⑥	⑦	⑧
All manufacturers	Multi-engine piston (land)	MEP (land)	YES	NA	SP		<p>Class rating MEP (land)</p> <p>Aircraft within the class rating MEP (land) are not listed individually in this table, unless specific provisions have been established.</p> <p>All aircraft within the same class rating MEP require differences training, unless indicated otherwise in the list.</p>

## 2. Aircraft with type ratings

Where more than one aircraft model/name are listed in column ② under the same licence endorsement, these aircraft are designated as variants of the same type of aircraft. This is indicated by 'YES' in column ④.

Aircraft models/names of variants which are separated by a horizontal line require differences training (for example, B737-500 series and B737-600 series), whereas those variants which are contained in the same cell only require familiarisation (for example, B737-300 series and B737-400 series), when transitioning from one variant to another.

Normally, the variant designation is the result of an operational evaluation referenced in column ⑦ and ⑧. The referenced document(s) may contain specific details regarding pilot training, checking and currency, as well as prerequisites, credits, or limitations, and must be consulted. Transitioning between variants may not have been evaluated between all models or in all directions.

OSD flight crew documents are held by the relevant (S)TC holder and available in accordance with Part-21, 21.A.62. A list of OSD TC-STC holder contacts is published on the EASA website.

Where variant determinations are established without an operational evaluation, operators, ATOs should assess the differences, as applicable providing their recommendation to the CAA.

**Example of aircraft with type ratings in the ‘Type rating and licence endorsement list for flight crew’**

Manufacturer	Aeroplane model / Name	Licence endorsement	Variants	Complex	SP / SP HPA / MP	OE GM / OEB / OSD FC available	Remarks
①	②	③	④	⑤	⑥	⑦	⑧
Boeing	B737 -100 series -200 series	B737 100-200	Yes	Yes	MP	No	
	B737 - 300 series - 400 series - 500 series	B737 300-900	Yes	Yes	MP	Yes	OSD FC B737
Manufacturer	Aeroplane model / Name	Licence endorsement	Variants	Complex	SP / SP HPA / MP	OE GM / OEB / OSD FC available	Remarks
①	②	③	④	⑤	⑥	⑦	⑧
	- 600 series - 700 series - 800 series - 900 series - 8 (MAX)						
Eclipse Aerospace	Eclipse 500	EA500	No	Yes	SP HPA	Yes	OE GM (OEB report EA 500)  OE GM (OEB report Jet Ready EA500 Oxygen System (STC), dated 19 Jul 2011)

**⑤ Complex**

The ‘Yes’ in column ⑤ indicates that an aircraft is categorised as complex motor-powered aircraft in accordance with the definition in the Basic Regulation.

**⑥ Single pilot (SP)/SP HPA/Multi-pilot (MP)**

Column ⑥ indicates if an aircraft is certified for a minimum of one pilot (SP), classified as high-performance aeroplane (SP HPA) in accordance with Part-FCL requirements, or certified for a minimum of two pilots (MP).

Note: Aircraft which are certified for SP may be operated in a multi-crew environment for a variety of reasons. Applicable requirements relevant to flight crew qualifications and air operations apply; OSD for flight crew may contain additional provisions, where available.

⑦ **OSD FC**

OSD FC documents are established in accordance with the Part-21 aircraft type certification provisions, are held by the (S)TC holder and made available in accordance with Part-21, para. 21.A.62.

Where no OSD FC documents exist, Operational Evaluation Guidance Material (OE GM) – Flight Crew may be established by the CAA to assist, operators, training organisations, instructors and any other personnel involved in flight crew training and air operations. Contrary to OSD FC documents, OE GM documents do not establish any regulatory requirements and do not constitute Operational Suitability Data (neither mandatory nor non-mandatory elements).

⑧ **Remarks**

The remarks column references available OSD flight crew documents, a class rating determination, or any other pertinent information.