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RECOGNITION OF JAR-FCL PILOT LICENCES BY THE UK AS OF 8 APRIL 2012, WITH THE ENTRY INTO FORCE OF COMMISSION REGULATION (EU) No 1178/2011 (THE EASA AIRCREW REGULATION)

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 organisations and relevant outside contractors).

Applicability:	
Aerodromes:	
Air Traffic:	
Airspace:	
Airworthiness:	All Aircraft Owners
Flight Operations:	All AOC Holders, All SAFA Inspectors, All Flight Operations Inspectors
Licensed/Unlicensed Personnel:	All Licence Holders, Student Pilots, Training Organisations

1. Introduction

1.1 This Information Notice notifies the JAR-FCL pilot licences that will be recognised by the UK - and those that will no longer be recognised - with the entry into force of the Commission Regulation (EU) No 1178/2011 on 8 April 2012 (the EASA Aircrew Regulation).

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 States are Iceland, Liechtenstein, Norway and Switzerland. The EU Member States together with Iceland, Liechtenstein, Norway and Switzerland are referred to as the EASA Member States for the purposes of this Information Notice.

2.2 On the 8 April 2012, Commission Regulation (EU) No 1178/2011 comes into force. Annex I to that 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 will be valid throughout the EASA Member States. This means that any Part-FCL licence will be valid to fly aircraft registered in the UK that are within the privileges of the licence. A Part-FCL licence will have on its title page the statement 'Issued in accordance with Part-FCL'. Each EASA Member State may have a different implementation date for Part-FCL and may continue to issue JAR-FCL licences until then.

- 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.

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 never recommended for mutual recognition under the JAA system. Consequently, even though these countries are EASA Member States, JAR-FCL pilot licences issued by these four States are not deemed to be Part-FCL licences under Article 4 of the EASA Aircrew Regulation and so are not recognised as Part-FCL licences by the UK CAA. They will continue to require validation to be used to fly aircraft registered in the UK. This may change in the future if some agreement is implemented at European level that allows their JAR-FCL licences to be recognised as Part-FCL licences.
- 2.5 Licences issued by Bulgaria, Hungary, Liechtenstein and Slovakia in accordance with Part-FCL (after Part-FCL is implemented in those States) will be Part-FCL licences and will be recognised as such by the UK CAA.

3. States Not Covered By The EASA Aircrew Regulation

- 3.1 Croatia, 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. The JAR-FCL licences issued by these 3 States are rendered valid by UK national legislation and so are valid licences for the flight crew of aircraft registered in the UK. This will remain the situation until UK legislation is changed on 1 July 2012; which is the UK’s implementation date for the Annexes to the EASA Aircrew Regulation. These 3 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. Consequently, **the current UK recognition of JAR-FCL licences and related authorisations issued by Croatia, Serbia and Turkey will cease on 1 July 2012.**
- 3.2 From 1 July 2012 any JAR licences issued by Croatia, Serbia and Turkey will be considered by the UK to be national ICAO Annex I compliant licences, requiring validation in accordance with Annex III to the EASA Aircrew Regulation before being used to fly an EASA aircraft registered in the UK. Annex III contains conditions for the acceptance of licences issued by or on behalf of third countries. This will be the position until such time as these three States join the EU or enter into an agreement with the EU in respect of pilot licensing.
- 3.3 **Any pilots who hold JAR-FCL licences issued by Croatia, Serbia or Turkey and who intend to fly UK-registered aircraft for commercial purposes from 1 July 2012 onwards will require a validation of their licence issued by an EASA Member State; or they must hold a European Part-FCL licence issued by an EASA Member State.**

4. Summary

- 4.1 Part-FCL licences issued from 8 April 2012 onwards by EASA Member States will be valid throughout the EASA Member States.

- 4.2 JAR-FCL licences issued by EASA Member States who were mutually recognised under the JAA system will become (expiring) Part-FCL licences on 8 April 2012 and so will be valid throughout the EASA Member States.
- 4.3 The status of JAR-FCL licences issued by Bulgaria, Hungary, Liechtenstein and Slovakia will not change on 8 April 2012 - they will not become Part-FCL licences - unless specific arrangements are made with the EU.
- 4.4 The recognition by the UK of JAR-FCL licences issued by Croatia, Serbia and Turkey will cease on 1 July 2012, unless and until they become EASA Member States or other agreements are made. Any holder of such a licence who intends to fly UK-registered aircraft commercially after that date must apply for a validation or obtain a European Part-FCL licence.

5. Queries

- 5.1 Any queries or further guidance required as a result of this communication should be addressed to:

FCLWEB@caa.co.uk

6. Cancellation

- 6.1 This Information Notice shall remain in force until 8 April 2015 unless superseded or withdrawn.