

Commercial and non commercial activities validations with remuneration

CAP 1442

General

1. A competent authority of a Member State may validate a pilot licence issued by a third country in compliance with the requirements of Annex 1 to the Chicago Convention.
2. The competent authority of the Member State shall be the following:
 - a) for pilots residing within the territory of the Union – a competent authority of the Member State of a place where a pilot resides or is established;
 - b) for pilots not residing in the territory of the Union – a competent authority of the Member State where the operator for which they are flying or intend to fly has its principal place of business, or where the aircraft on which they are flying or intend to fly is registered.

3. The validation of a licence shall have a validity period, which does not exceed one year, and its privileges shall only be exercised as long as the licence remains valid.

The competent authority that validated the licence may extend the validity only once and only by a maximum of one year, **if during the validity period the pilot has applied for a licence in accordance with Annex I (Part-FCL) to Regulation (EU) No 1178/2011 or is undergoing training for the issuance of such a licence.** In that last case, the extension shall cover the period of time necessary for the licence to be issued in accordance with Annex I (Part-FCL) to Regulation (EU) No 1178/2011.

4. The holders of a licence validated by a Member State shall exercise their privileges in accordance with the requirements stated in Annex I (Part-FCL) to Regulation (EU) No 1178/2011 (the Aircrew Regulation).

Validation for commercial air transport and other commercial activities

In the case of pilot licences for commercial air transport and other commercial activities, the holder shall comply with the following requirements:

- a) complete, as a skill test, the type or class rating revalidation requirements of Part-FCL relevant to the privileges of the licence held;
 - The skill test is to be completed with a UK or non-UK examiner authorised under Part-FCL
 - You must ensure that the examiner is suitably qualified before proceeding.

- b) demonstrate that he/she has knowledge of the relevant parts of the operational requirements and Part-FCL;
- Tick in the box on application form. The regulations are published under Aircrew at <https://www.easa.europa.eu/regulations#regulations-aircrew>
- c) demonstrate that he/she has acquired language proficiency in accordance with FCL.055;
- The UK examiner will assess your proficiency during the test if you request it.
 - If you do not pass level 6, you will need to attend an ATO approved by the UK CAA.
- d) hold a valid Class 1 medical certificate, issued in accordance with Part-Medical;
- Please refer to our medical website: www.caa.co.uk/medical/
- e) in the case of aeroplanes, comply with the experience requirements set out in the following table:

Ref.	Licence held	Total flying hours experience	Privileges
	(1)	(2)	(3)
(a)	ATPL(A)	>1500 hours as PIC on multi-pilot aeroplanes	Commercial air transport in multi-pilot aeroplanes as PIC
(b)	ATPL(A) or CPL(A)/IR*	>1500 hours as PIC or co-pilot on multi-pilot aeroplanes according to operational requirements	Commercial air transport in multi-pilot aeroplanes as co-pilot
(ba)	MPL	>1500 hours as co-pilot on multi-pilot aeroplanes according to operational requirements	Commercial air transport in multi-pilot aeroplanes as co-pilot
(c)	CPL(A)/IR	>1000 hours as PIC in commercial air transport since gaining an IR	Commercial air transport in single-pilot aeroplanes as PIC
(d)	CPL(A)/IR	>1000 hours as PIC or as co-pilot in single-pilot aeroplanes according to operational requirements	Commercial air transport in single-pilot aeroplanes as co-pilot according to the operational requirements
(e)	ATPL(A), CPLA(A)/IR, CPL(A)	>700 hours in aeroplanes other than TMGs, including 200 hours in the activity role for which acceptance is sought, and 50 hours in that role in the last 12 months	Exercise of privileges in aeroplanes in operations other than commercial air transport
(f)	CPL(A)	>1500 hours as PIC in commercial air transport including 500 hours on seaplane operations	Commercial air transport in single-pilot aeroplanes as PIC