

# Amendments to the Aircrew regulation affecting applicants and training organisations

CAP 1855



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## Introduction

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All training providers and applicants need to be aware that Amendment (EU) 2019/1747 to Commission Regulation (EU) 1178/2011, has been published, and came into effect on 11 November 2019.

The main objective of the amended regulation is to resolve inconsistencies identified after the adoption of the FCL implementing rules.

There are some significant changes affecting theoretical examinations, night rating course validity, IR requirements, instructor privileges and conditions, to name a few.

The complete legislation is available on the [EUR-Lex website](#).

This document provides details of the main changes only.

## Private theoretical examinations

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The minimum number of sittings has been removed for PPL, LAPL, SPL and BPL.

Applicants for the LAPL(A), LAPL(H), PPL(A) and PPL(H) can claim a credit for the Navigation exams from 21 December 2019.

*References: Subparts A and B, FCL.025, FCL.120, Appendix 1 to FCL, FCL.215*

## Licence privileges based on medical certificate

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The exercise of the licence privileges is based on the medical held, this change has been introduced to allow PPL holders to use their licence as a LAPL, for example.

The relevant medical certificate is still required for licence issue as stated in Part-MED.030.

*Reference: Subpart A, FCL.040*

## English Language proficiency

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The assessment can be done by any competent authority (FCL.055).

*Reference: Subpart A, FCL.055*

## LAPL privileges and conditions

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Addition of SEP(sea) privileges to the LAPL(A). The LAPL single engine sea training course shall consider the elements of Appendix 9 to Part-FCL.

*References: Subpart B, FCL.105.A*

## PPL A and PPL H privileges

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LAPL privileges are now included in PPL licences Aeroplanes and Helicopters.

All licences affected will show LAPL privileges in Section II at the next CAA administrative reprint.

Licences holders wishing to exercise LAPL privileges only need to hold a valid LAPL medical (or higher) but must maintain validity of any class ratings in accordance with FCL.740

Medical requirements for licence issue remain unchanged.

This does not apply to MPL licence holders unless they have added PPL privileges to their licence.*References: Subpart A, FCL.040- Subpart B, FCL.205.A, FCL.205.H- Part.MED.030.*

## Instrument Rating validity, revalidation and renewal for aeroplanes and helicopters

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To revalidate, you must hold a valid relevant class or type rating, unless the IR revalidation is combined with the renewal of the relevant class or type rating; no “empty” IR to be endorsed

The UK CAA has deferred this requirement until 10 January 2020 as stated in [ORS4 N.1329](#).

*References: Subpart G, FCL.625, FCL.625(A), FCL.625(H)*

## **Class and type ratings validity, revalidation and renewal**

The differences training for MEP and SET can be completed by a suitably qualified instructor unless otherwise stated in the OSD.

The examinations for the single pilot single engine and multi engine (sea) must be in a written format and made of a minimum of 30 multi choice questions.

*References: Subpart H, FCL.710, FCL.725 and FCL.740.*

The UK CAA has deferred this requirement until 10 January 2020 as stated in ORS4 N.1330.

The refresher training that may be required prior to the proficiency check can be assessed and delivered by a DTO as long as it is within the scope of the DTO.

## **Night rating (aeroplanes and airships)**

The course **MUST** be completed within 6 months.

FCL.810 has been amended as below:

‘Applicants shall have completed a training course within a period of up to 6 months’

The 6 months starts from the first training flight.

Course providers need to review their courses operated after 11 November 2019, to reflect this amendment and ensure this time scale is met for all applicants.

For courses started before 11 November 2019 and completed in more than 6 months, candidates must ensure that the CAA receives their application by 31 March 2020.

*Reference: Subpart H, FCL.810*

## Training courses for the issue of a CPL and ATPL

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All applicants must have flown 50 hours as PIC in aeroplanes as part of the 150h total flight time prerequisite for the issue of the CPL (A)

ATPL Integrated, CPL Integrated, CPL/IR Integrated (aeroplanes)- the VFR flight has been removed from PIC/SPIC requirements, and applicants must complete at least 70 hours as PIC, of which up to 55 hours may be SPIC. The instrument flight time as SPIC shall only be counted as PIC flight time up to a maximum of 20 hours.

The hours as PIC in other categories of aircraft that can be counted towards the total amount of aeroplane or helicopter flight time is clarified for the CPL (A) or CPL (H) modular course.

*Reference: Appendix 3*

## All Instructors

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Subpart J contains many changes and clarification to the requirements.

The requirements for the renewal of instructor certificates must be completed within the 12 months immediately preceding the date of the application

TRI and CRI certificates must now be revalidated by completing at least 2 out of 3 revalidation requirements.

The “seminar” is now called “refresher training” and can be done by the Authority.

## Flight Instructors

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**FCL.905.FI Privileges and conditions** - new privileges for non-high performance single pilot class and type ratings aeroplanes in multi pilot operations; reduced requirements to teach CPL, renumbering of privileges

**Please** see [CAP 1854](#) for more information.

**FCL.915.FI FI prerequisites**- you can elect to complete the CPL theory without completing the course of theoretical knowledge but the examinations are ONLY valid for FI issue and NOT for the issue of a CPL

**FCL.940.FI Revalidation and renewal**- the requirements are clarified

## **Type Rating Instructors (TRIs)**

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### **FCL.905.TRI Privileges and conditions**

The minimum 3 years' experience as a TRI has been removed for the privilege to instruct for the issue of a TRI or SFI certificate, the TRI/SFI needs to have 50 hours of instructional experience

There is a new requirement to extend to single pilot high performance complex aeroplanes.

### **FCL.910.TRI Restricted Privileges**

There are additional requirements for LIFUS, landing training in FCL.910.TRI(a), a training flight specified in fcl.060(C)(2) and an increase of requirements for TRI (H) extension in FCL.910.TRI(c)(1)(ii) to 10 hours on the applicable helicopter type, of which a maximum of 5 hours may be completed in an FFS or FTD 2/3.

### **FCL.930.TRI Training course**

The course includes training for LIFUS and Landing Training.

### **FCL.935.TRI AOC**

There is a change as to what devices can be used and the definition of accessible and available is clarified.

### **FCL.940.TRI Revalidation and renewal**

TRI must now meet 2 out 3 requirements for revalidation of the certificate.

All TRIs must complete an AOC in the last 12 months immediately before application for renewal.

TRI(H) must complete 10 hours of flight time to renew the certificate.



## Synthetic Flight Instructors(SFIs)

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### **FCL.905.SFI Privileges and conditions**

The privileges have been renumbered and SFIs must have 500 hours on aeroplanes in multi pilot conditions for the extension of privileges to SP high performance complex aeroplanes

SFIs only need to complete IRI course for the issue of IRs in FCL.905.SFI(a), not for revalidation/renewal

SFI to teach SPHPCA in MP conditions need to hold/have held TRI MPA or done MMCI course and have 500 hours on MPA.

### **FCL.940.SFI Revalidation and renewal**

The renewal requirements, including the AOC, must be completed 12 months *immediately* before application.

## Synthetic Training Instructors (STIs)

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### **FCL.910.STI Restricted privileges**

The requirement of point a) can be completed on the CRI or TRI course.

The requirements to extend the STI are amended to 3 hours of Flight Instruction under the supervision of a FI, CRI, IRI or TRI nominated by the ATO. The 1 hour supervised by the FIE still applies.

## Class Rating Instructors (CRIs)

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### **FCL.905.CRI(ba) Privileges and conditions**

Addition of privileges to instruct for class and type ratings for single-pilot aeroplanes, except for SP high-performance complex aeroplanes, in multi-pilot operations.

Please see [CAP 1854](#) for details.

## Examiners

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### **FCL.1005 Limitation of privileges in case of vested interests**

The requirements of FCL.1005 (a)(2) have been removed. Examiners can now recommend and test for the Skill Test or AOC, as long as they are Head of Training/person responsible for the training completed.

### **FCL.1025 Validity, revalidation and renewal of examiner certificates**

To revalidate, a minimum of 6 Skill Tests, AOC or LPC during the 3 years validity of the certificate must be completed.

The refresher course must be completed in the 12 months before expiry date of certificate.

The requirements for the renewal of the certificate must be completed in the 12 months *immediately* preceding the application.

### **FCL.1005.TRE – Privileges and conditions**

Amended to reflect standardisation course must have been completed for Aeroplanes (a5) and Helicopters (b4) privileges.

### **FCL.1005.CRE CRE – Privileges**

The privileges have been “split”, the CRE does not need to meet IRE requirements for revalidation of instrument ratings.

### **FCL.1010.CRE Prerequisites**

The text now reflects you can hold a suitably qualified FI or CRI certificate to apply for the CRE.

### **FCL.1010.IRE- Prerequisites**

The text now reflects you can hold a suitably qualified FI or CRI certificate to apply for the IRE.

### **FCL.1005.SFE Privileges and conditions**

The privileges for the IR revalidation and renewal have been amended and the privileges to conduct AOCs included.

### **FCL.1010.SFE Prerequisites**

FCL.1010.SFE split requirements for MP and SP High Performance Complex aeroplanes. Applicable from 21 December 2019.

## Training organisations

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ORA.ATO.135 and DTO.GEN.240 allows the use of aircraft that fall under points (a), (b), (c), or (d) of Annex 1 to the Basic Regulation (Reg (EU) 2018/1139) but excludes (e).

For UK registered (G-) aircraft holding a valid UK CAA issued national Certificate of Airworthiness, certificated for single pilot operations only;

1. Single Engine Piston and Multi-Engine Piston Aeroplanes with a maximum take-off mass of 2730kg or below,
2. Single Engine Helicopters with a maximum take-off mass of 3175kg or below,
3. No specific CAA permission is required, the training organisation will manage the inclusion of the aircraft in accordance with existing procedures for adding an aircraft to their fleet.

Such aircraft can only be used for flight training. The skill test must be conducted using aircraft holding a valid EASA Certificate of Airworthiness. The content of the test for aeroplanes has been amended in Appendix 7.

For aircraft holding a valid UK CAA issued national Permit to Fly, the CAA will await the outcome of the consultation into allowing Permit to Fly aircraft to be used for flight training before progressing.

For non-complex aircraft registered in another ICAO Contracting State holding a valid Certificate of Airworthiness issued by the Competent Authority in that State that would be deemed to be a non-EASA aircraft.

An application to allow the non-complex aircraft to be used for Commercial Operations must be made.

Please see the information on [Foreign Carrier Permits](#) available on the CAA website.

The training organisation would also be required to submit a request for an evaluation to their nominated CAA Inspector prior to commencing training on this aircraft.