

Amendments to the Aircrew Regulation affecting the revalidation and renewal of Instrument Ratings

CAP 1879



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Introduction

All Examiners and operators need to be aware that Amendment (EU) 2019/1747 to Commission Regulation (EU) No 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. CAA has published CAP 1854 and 1855 to highlight these changes.

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

This document provides details of the Instrument Rating changes that will be taking place from 16 March 2020.

Instrument Rating validity, revalidation and renewal for aeroplanes and helicopters

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

There has been a change to FCL.625, Instrument Rating-Validity, revalidation and renewal for aeroplanes and helicopters, which applies to national and Part-FCL licence holders.

When revalidating or renewing an IR(A) or IR(H), the licence holder must hold the relevant valid class or type rating, unless revalidating or renewing the privileges of the class or type rating at the same time as renewing the IR.

Examiners need to ensure that the applicant meets these requirements when conducting Proficiency Checks and sign the Certificate of Revalidation accordingly.

Pilots who have an IR with SE and ME privileges on their licence need to hold current single engine **and** multi engine rating when revalidating or renewing their IR if they wish to fly IR in single engine and multi engine aeroplanes.

Pilots *only* valid in a multi engine class rating at the time the IR is revalidated/renewed can only be endorsed with an IR valid for multi engine aeroplanes (IR SP ME).

The legislation states that the applicant must “*hold the relevant class or type rating unless the IR revalidation is combined with the renewal of the relevant class or type rating*”.

IR.SE.ME class/SE holders:

Should an IR proficiency check be completed in a multi- engine whilst the candidate only holds a valid single engine rating, the candidate will have to renew the multi engine and retake the IR proficiency check in order to regain IR multi engine privileges.

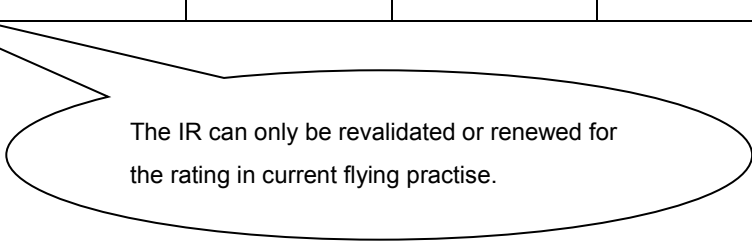
For example, a revalidation or renewal of an IR by Proficiency Check completed in a ME class of aeroplane or qualified FNPT II on 15th March 2020.

The pilot under check only holds a valid SEP Class Rating, no valid multi engine rating is held, the Examiner is only able to endorse IR SP SE on the Certificate of Revalidation in the pilot's licence. The current practise is where the IR SP ME automatically confers IR SP SE privileges. This practise ends as of 16 March 2020.

This is depicted in Example 1 below:

Example 1

Rating Certificate	Date of Test	Date of IR	Valid Until	Examiner's Number	Examiner's Signature
SEP (land)	01.05.2018	NA	31.05.2020	123456A	<i>Mrs Smith</i>
IR-SP-SE	NA	12.01.2020	31.01.2021	123456A	<i>Mrs Smith</i>



The IR can only be revalidated or renewed for the rating in current flying practise.

Example 2:

It is not possible to conduct a revalidation or renewal of an IR associated with a helicopter type, for example the SK76 when the pilot only holds a valid AS355 Type Rating

The applicant must hold a valid SK 76 Type Rating at the time of the check, unless renewing the type rating at the same time.

The UK CAA has deferred the full implementation of this requirement until 16 March 2020 as stated in ORS4 No. 1340.
