

## Conversion of Third Country Instrument Rating to a European Competency-Based Instrument rating to be included in a Part-FCL PPL(A) or CPL(A)

The rules concerning the use of non-European licences to fly aircraft in Europe are changing with the implementation of the European Aircrew Regulation.

As from 8 April 2015, holders of 'Third country' ICAO-compliant licences will no longer be entitled to exercise the privileges of the licences and associated ratings on aircraft registered in an EASA country, even if the flight is for private purposes only. If they do not intend to operate an EASA aircraft in Europe for more than a single year, pilots can obtain a validation of their 3rd country licences as a one-off from the EASA country where they are resident or where the aircraft operator is established. However, for any operations beyond that pilots will have to convert their licences and ratings to EASA Part-FCL equivalents. These rules have applied to any commercial flight of an aircraft registered in any EASA country since 2012.

From 8th April 2015, the flight crew of any aircraft that is registered in a 3rd country (i.e. not an EASA State) and that is operated by organisations established in or persons resident in an EASA State will have to hold all of the appropriate EASA FCL qualifications to fly the aircraft as if it were registered in Europe, as well as licences that are valid under the law of the third country where the aircraft is registered. This will apply to all flights including private flights.

The necessity for pilots holding 3rd country licences to obtain European qualifications because of these changes has led to a number of questions being raised on the process for including the recently introduced competency-based Instrument Rating (IR) in an EASA Part-FCL PPL or CPL, based upon a valid IR held on a third country licence.

This document provides clarification to a number of questions raised by stakeholders:

- **Section A** covers the means by which the holders of UK-issued Part-FCL licences may qualify for an IR by the competency-based route and should be read in conjunction with Information Notice [IN-2014/129](#).
- **Section B** covers the guidance for applicants and examiners for the Instrument Rating Skill Test (IRT) for the issue of an EASA Part-FCL Instrument Rating (IR) (Aeroplanes) and should be read in conjunction with [Standards Document 01 \(A\)](#) and Information Notices [IN-2014/110](#) and [IN-2014/114](#).

### Section A

#### A1 How much logged Flight Time under IFR do I need?

You will need to provide evidence of a minimum experience of at least 50 hours of flight time under IFR as PIC on aeroplanes.

#### A2 Do I need classroom training for the theoretical knowledge requirements and do I need to sit a theory exam?

No, there is no formal requirement for theoretical knowledge training. During the skill test you must demonstrate to the satisfaction of the Examiner that you have an adequate level of theoretical knowledge of air law, meteorology and flight planning and performance (IR). You are responsible for being suitably prepared for this element of the skill test and may wish to consult an ATO or an EASA Instrument Instructor or Examiner accordingly.

**A3 Who do I need to contact in the first instance? The CAA, an Approved Training Organisation (ATO), an EASA Instrument Rating Instructor (IRI) or can I contact an Instrument Rating Examiner (IRE) directly?**

There is no requirement for training, and therefore the candidate may contact the CAA directly to have an examiner designated for the CB IR skill test. Where a candidate considers that they need training to successfully complete the skill test, they should contact an ATO approved for the conduct of IR training or an EASA Instrument Rating Instructor who will assess their experience and competence and advise them accordingly.

**A4 Can I contact any ATO or IRI in any EASA State for this?**

Yes. You are not restricted to UK ATOs and Instructors.

**A5 Can I use any IRE? Can I use IRE with a non-UK issued EASA licence?**

You can use an examiner with an IRE certificate issued by any EASA Member State. The examiner has an obligation to consult the Information for Examiners published on the EASA website and in particular the national information included in that document by the State of Licence Issue of the candidate. Information Notice IN-2014/114 explains the designation of non-UK examiners.

**A6 Do I need to take a flight test?**

Yes. You will need to take and pass the EASA IR Skill Test. Details of the test itself can be found in [Standards Document 01 \(A\)](#); Appendix 7 to Part-FCL and CAP 804 refer.

**A7 What fees and charges are involved?**

CAA fees, including examiner fees, are as published on the CAA website. Where the CAA designates a UK examiner (i.e. an examiner holding an examiner certificate issued by the CAA) a proportion of the fee that applies for the test is used by the CAA to pay the examiner. The applicant does not pay the examiner to conduct the test. Where the CAA designates a non-UK examiner no fee is payable to the CAA and the applicant will pay the examiner directly. The CAA fee to add the rating to the licence applies in either case.

**A8 If the candidate wishes to have his test with an IRE from another EASA State must they still arrange this with CAA Flight Test Bookings?**

Yes. The Aircrew Regulation (Part-ARA) requires that the examiner for any skill test shall be

designated by the authority of the applicant, regardless of where the test takes place. (Examiner designation is not required for proficiency checks or assessments of competence). Therefore, the UK CAA must designate the examiner for the IR skill test where an application will be made for the rating to be included in a licence issued by the CAA. The applicant may suggest to CAA Flight Test Bookings the examiner they would prefer to have designated for their test because of their close proximity. The CAA may agree to accept the applicant's nomination, but is not obliged to do so. The CAA does not have contractual arrangements in place to pay non-UK examiners and so the CAA will not pay a non-UK examiner to conduct the test; the applicant will have to pay the examiner directly. The procedures specific to non-UK examiners are detailed in Information Notice [IN-2014/114](#).

**A9 Are there any exemptions from the requirement to obtain a Part-FCL licence or validation by 8 April 2015 for pilots holding licences issued by any particular countries - such as the USA?**

No. There are no exemptions to the European rules for licence holders from any country. The European licensing rules apply to: the pilots of aircraft registered in any EASA State; and to the pilots of aircraft registered anywhere in the world if the operator of the aircraft is resident in an EASA State. The EU rules do not apply to pilots flying for operators based outside the EU. For example, the requirement to hold a Part-FCL licence or European validation does not apply to pilots flying for US airlines, or to US citizens and their aircraft who are visiting Europe, but it will apply to the pilots of N-registered aircraft based here in Europe.

The requirement to hold a Part-FCL licence or validation already applies to pilots flying aircraft for Commercial Air Transport (CAT). The deferment of this rule until 8 April 2015 only applies to pilots flying for purposes other than CAT.

The European Union and the USA have a Bilateral Aviation Safety Agreement (BASA) for some aspects of airworthiness, and discussions are ongoing for extension of the BASA to include some aspects of pilot licensing, which may include the conversion of IRs. Considerable uncertainty exists about the timescales and detailed arrangements. This Q&A does **not** address conversion of IRs under the BASA.

**A10 What is the likelihood of the deadline of the 8th of April 2015 for holders of a 3<sup>rd</sup> country licences and IRs to hold a Part-FCL licence/IR being deferred to a later date?**

There is no indication at all that further deferment is being considered by the Commission. The rule has been in the Aircrew Regulation since April 2012. The existing derogation until 8 April 2015 is also set out in the Aircrew Regulation and it would require a change to the legislation to extend it. Such a change has not been included by the Commission in the proposed amendments to the Regulation that are to come into force next April. Any appeal or legal challenge to the implementation would need to be made to the European Commission

## **Section B**

**B1 Can I use my own aircraft for the skill test?**

Yes, as long as it is suitably equipped for the route to be flown in accordance with the ANO

Schedules 4 (equipment) & 5 (avionics).

**B2 Does the aircraft need to be fitted with vision-limiting panels?**

No, a standard vision limiting device such as an IFR 'hood', or 'foggles' will normally be sufficient. The examiner will decide on the acceptability of the vision limiting used and may require an alternative standard view-limiting device to be used by the candidate, but he may not insist on view-limiting panels.

**B3 Must the skill test be carried out within the UK FIR and must the en-route section be flown in controlled airspace?**

This is not specifically required by EU regulation. The aircraft must be capable of flight in controlled airspace and the examiner will brief you on the route to be flown. In UK airspace, it is normal procedure to plan a flight along a published route in CAS.

**B4 If the route chosen by the Examiner requires the use of equipment which is not fitted to my aircraft (e.g. ADF, DME) can I request an alternate route?**

Yes. The examiner will select an appropriate route such that the requirements of the Skill Test may be met, based on weather and accessible training airfields and your aircraft equipment. Note that without DME, an appropriate route may not be available that complies with these requirements. Without an ADF, the route may be a longer one than otherwise.

**B5 Can an LNAV approach with advisory glideslope be counted as a non-precision approach for the purposes of the skill test?**

No. However, if SBAS is disabled in the GPS unit used for LNAV approach guidance, this will disable the advisory glideslope and thus an "LNAV only" approach may be counted as a non-precision approach for the purposes of the skill test.

**B6 My aircraft's primary instrumentation is 'glass'. Which instruments are acceptable for the for the limited panel section of the skill test?**

Whatever fall back or secondary presentations fitted to the IFR legal aircraft are acceptable. You must furnish a means to cover or deny use of primary heading and attitude displays.

**B7 Who is pilot in command during the Skill Test, including when the test is in an aircraft registered outside the EU?**

The examiner is always PIC during any test and so is responsible for the conduct of the flight. The examiner must hold a valid licence for the flight in the aircraft with due regard for where it is registered and where it is flying.