

FAQs - Frequently Asked Questions concerning the new European rules for pilot licensing.
(Revised May 2012)

1. What is meant by an EASA aircraft and a non-EASA aircraft?
2. In which countries will the new European rules apply?
3. What is meant by: a JAA or JAR-FCL licence; a United Kingdom licence; a UK National Private Pilots Licence (NPPL) and a “national licence”?
4. What is an EASA licence and what kinds of EASA licence are there?
5. Which country can I apply to for an EASA licence?
6. What kinds of Medical certificate are used now, and what will there be after implementation of the European rules?
7. I have a UK-issued JAA licence, how will the changes affect me?
8. I have a UK ATPL / CPL (pre-JAA), how will the changes affect me?
9. I have a UK PPL (pre-JAA), how will the changes affect me?
10. I have a CAA-issued JAA licence that is marked “Valid for UK registered aircraft”, how will the changes affect me?
11. I have a Basic Commercial Pilot’s Licence (BCPL(A)), how will the changes affect me?
12. Do I have to convert my non-JAA licence into a JAA licence before I can get an EASA licence?
13. I have a UK licence with a calendar life, what will happen when it expires?
14. What will happen about the medical restrictions on my licence?
15. I have a PPL for gyroplanes, how will the changes affect me?
16. I have an NPPL, how will the changes affect me?
17. I have a PPL(A) with a Group D rating / PPL(M) for microlights - how will the changes affect me?
18. I fly gliders, how will the changes affect me?
19. I fly balloons, how will the changes affect me?
20. I have licences from more than one European country, what happens about that?
21. What happens to the ratings that I have on my licence?
22. I have an instructor rating, how will the changes affect me?
23. I have an examiner authorisation, how will the changes affect me?
24. When can I get an EASA licence?
25. What is going to happen about the IMC rating?
26. I have a licence issued by a non-EASA country (e.g. USA), how will the changes affect me?
27. I have previously passed ATPL / CPL theoretical knowledge examinations, but I have not obtained the licence yet, how will the changes affect me?
28. What will happen about radio licences (FRTOL)?
29. What is happening about gaining credit for military flying against the requirements for obtaining an EASA licence?
30. How will licences and ratings be kept valid?
31. How will the new rules affect Registered Facilities (PPL training)?
32. How will the new rules affect Flight Training Organisations and Type Rating Training Organisations?
33. What will be the effect of the introduction of the aerobatic rating?
34. What will be the effect of the introduction of the Flight Test rating?
35. What will be the effect of the introduction of the towing rating?
36. What will be the effect of the introduction of the mountain rating?
37. What will be the charging scheme for EASA licences and training organisations?
38. How will knowledge of Part-FCL and Part-OPS be demonstrated for licence validation/conversion?
39. Crediting of flying hours to comply with the requirements for recency and revalidation by experience.
40. What further information will be provided?

1. What is meant by an EASA aircraft and a non-EASA aircraft?

Initially the remit of EASA covered airworthiness only. When the Basic EASA Regulation (now Regulation 216/2008) was written it was realised that it was not practical to transfer some categories of aircraft to EASA. For these categories of aircraft, such as amateur-built aeroplanes, microlights and gyroplanes, the standards applied by the individual European States are so varied that a common standard for Europe could not be established - at least in the short term. This led to the creation of Annex II to the Basic EASA Regulation, which defines those categories of aircraft that remain under national rules. As this segregation of aircraft categories is set out in the Basic EASA Regulation it applies to licensing and operations as well as to airworthiness. The CAA maintains a list of aircraft types that shows their classification as EASA or non-EASA in the Airworthiness publication CAP 747, which can be accessed via the CAA website.

An EASA aircraft can be defined as an aircraft that, if registered in an EU State, would be required to have an EASA Certificate of Airworthiness or Permit to Fly in order to fly legally. It is not valid to assume that any aircraft that has a permit to fly is a non-EASA aircraft. The EASA/non-EASA status of an individual aircraft registered in the UK can be verified by checking whether it has an EASA airworthiness certificate (CofA or Permit) or a UK national certificate. This can be done by accessing the registration details (via G-INFO) or examining the certificate of airworthiness or permit to fly of the individual aircraft.

2. In which countries will the new European rules apply?

The membership of the JAA included many more countries than the membership of the European Union. The new European legislation for pilot licensing is legally binding on all Members of the European Union. Some former JAA Member States that are not EU members have decided to sign agreements with the European Commission / EASA that will bind them to comply with and administer the European rules for pilot licensing as if they were members of the EU. It follows that the new rules will apply to the same countries as JAR-FCL currently does, excepting any non-EU State that does not enter into an agreement. The full set of participating States (EU and non-EU) is sometimes referred to as the "EASA Member States". All States will be audited by EASA "standardisation" teams.

3. What is meant by: a JAA or JAR-FCL licence; a United Kingdom licence; a UK National Private Pilots Licence (NPPL) and a "national licence"?

A JAA or JAR-FCL licence means a licence marked "Joint Aviation Authorities" that has been issued by a mutually recognised JAA member in accordance with JAR-FCL, and is not restricted to aircraft registered in any particular State.

The term "United Kingdom licence" as used by the CAA and in the Air Navigation Order means a licence issued by the CAA that is not a JAA/JAR-FCL licence and is not a National Private Pilots Licence (NPPL). When the European regulations are fully implemented, United Kingdom licences will not be valid for the piloting of EASA aircraft.

The UK National Private Pilots Licence (NPPL) is a licence issued by the CAA that is valid in UK airspace for the piloting of UK registered aircraft only. (The NPPL may only be used in another country with the permission of the relevant authorities of that country). Depending upon the class ratings included in the NPPL it may be used to fly

microlight aeroplanes, Self-Launching Motor Gliders (SLMGs), and/or Simple Single Engine Aeroplanes (SSEA). When the European regulations are fully implemented, NPPLs will not be valid for the piloting of EASA aircraft.

National licence - In European regulations and associated materials, a “national licence” is any licence issued under national law rather than European regulations. This means any licence that is not issued in accordance with the new Part-FCL is a national licence. Under the proposed legislation, JAR-FCL licences issued fully in accordance with JAR-FCL by mutually recognised JAA States will be deemed to have been issued under the new Part-FCL, and so will be European licences. In the UK context, this means that “United Kingdom” licences, NPPLs, and UK-issued JAA licences that are marked “Valid for United Kingdom registered aircraft” (because the holders did not fully comply with JAR-FCL) are national licences.

4. What is an EASA licence and what kinds of EASA licence are there?

An EASA Licence is a licence that is issued under Part-FCL to a person who has complied with the requirements of Part-FCL. JAR-FCL licences that are fully in compliance with JAR-FCL and issued by a mutually recognised former JAA State (and not restricted to aircraft of a particular register) prior the implementation of EU rules in that State, (are deemed to be EASA licences. However, the JAR-FCL licences must be physically replaced with licences of the Part-FCL format and text by their date of calendar expiry. The EASA Licences are:

Aeroplanes

- Light Aircraft Pilot Licence (Aeroplanes)
- Private Pilot Licence (Aeroplanes)
- Commercial Pilot Licence (Aeroplanes)
- Air Transport Pilot Licence (Aeroplanes)
- Multi-Crew Pilot Licence (Aeroplanes)

Helicopters

- Light Aircraft Pilot Licence (Helicopters)
- Private Pilot Licence (Helicopters)
- Commercial Pilot Licence (Helicopters)
- Air Transport Pilot Licence (Helicopters)

Sailplanes

- Light Aircraft Pilot Licence (Sailplanes)
- Sailplane Pilot Licence - (this licence may include commercial flying privileges)

Balloons

- Light Aircraft Pilot Licence (Balloons)
- Balloon Pilot Licence - (this licence may include commercial flying privileges)

Airships

- Private Pilot Licence (Airships)
- Commercial Pilot Licence (Airships)

The regulations foresee the need to licence pilots to fly Powered-Lift aircraft and so make provision for a type rating for such an aircraft to be added to an aeroplane licence or a helicopter licence.

5. Which country can I apply to for an EASA licence?

You may apply for an EASA licence for each category of aircraft; but you may only hold one EASA licence for each category. All EASA licences issued to an individual must be from the same EASA Member State, which must be the State that holds the medical records for that individual. A licence holder may change their State of Licence issue, but to do so they must have their medical records transferred to the new State and all of their EASA licences reissued by that State; or apply to the new State for a new initial Medical Certificate (i.e. effectively start again). Part MED allows for a licence holder to obtain a medical certificate from any Authorised Medical Examiner or Aero Medical Centre in any State, but when they do so the record of the outcome will be sent to the State that holds their medical records, which will be their State of Licence issue. (FCL.015 and MED.A.025 refer). As a medical certificate must be obtained before flying solo, the State of Licence issue for an individual will be determined, at least initially, by where that first Medical Certificate is obtained.

Consistent with the above, from 17th September 2012 the CAA will not accept applications for licences or ratings from anyone who does not have their medical records held in the UK.

6. What kinds of Medical certificate are used now, and what will there be after implementation of the European rules?

Under the pre-EASA system as applied in the UK a pilot can obtain:

- a JAR-FCL 3 Class 1 Medical Certificate;
- a JAR-FCL 3 Class 2 Medical Certificate; or
- a Medical Declaration (through his/her GP).

For ATPLs and CPLs a Class 1 Medical Certificate is required.

For a PPL(A) or PPL(H) the minimum standard is a Class 2 Medical Certificate.

For the NPPL(aeroplanes/SLMG/Microlight), PPL(Gyroplanes) and PPL(Balloons) the minimum standard is a Medical Declaration.

Under the new regulations Part-MED applies, which makes provision for:

- a Part-MED Class 1 Medical Certificate;
- a Part-MED Class 2 Medical Certificate; and
- a Part-MED LAPL Medical Certificate.

For ATPLs and CPLs a Class 1 Medical Certificate is required.

For a PPL(A), PPL(H), SPL and BPL the minimum standard is a Class 2 Medical Certificate; this is still the case where any instructional privileges are added to the licence.

For any LAPL the minimum standard is a LAPL Medical Certificate.

Part-MED Medical Certificates of the appropriate class are acceptable for JAR, EASA and UK licences in place of JAR-FCL 3 Medical Certificates. In addition, the LAPL Medical Certificate is an acceptable alternative to the Medical Declaration for UK licences that can be sustained with an NPPL Medical Declaration. The UK NPPL Medical Declaration will continue to support the NPPL and UK PPL(Gyroplanes). However, the UK NPPL Medical Declaration is not acceptable to support an EASA licence in place of a LAPL Medical Certificate.

On 8th April 2012 all JAR-FCL 3 Medical Certificates became EASA Part-MED Medical Certificates. On revalidation on or after 17th September 2012 Part-MED certificates will be issued.

7. I have a UK-issued JAA licence, how will the changes affect me?

If your JAA licence is not marked "Valid for United Kingdom registered aircraft", you have a JAA licence that is compliant with JAR-FCL. On 8th April 2012 all JAR-compliant licences became EASA licences. All ratings included in those licences that appear in Part-FCL will remain as Part-FCL ratings.

If you have a JAR-compliant licence and a valid JAR-FCL 3 (or Part-MED) Medical Certificate of the appropriate class, you may continue to exercise the privileges of the valid ratings included in the licence to fly EASA aircraft until the calendar expiry date of the licence. The licence will also be valid for UK-registered non-EASA aircraft within the ratings on the licence, subject to the continued validity of the ratings and medical certificate.

The CAA will continue to administer JAR-FCL licences, including calendar renewals until 16th September 2012. The CAA will start to issue EASA licences from 17th September 2012. From 17th September 2012 onwards application must be made to the CAA for replacement of a JAR-FCL licence with a Part-FCL (EASA) licence. If the JAR licence has expired, the requirements for re-issue must be complied with before the Part-FCL licence is issued.

If the JAR licence contains only JAR-FCL ratings, an equivalent non-expiring Part-FCL licence will be issued with the ratings that are valid on that day. With the 2012 amendment of the Air Navigation Order aircraft ratings contained in a Part-FCL licence will be valid for the piloting of non-EASA aircraft within those ratings. If the JAA licence contains UK-specific ratings, such as a microlight rating, the licence holder may also be granted a non-expiring UK licence containing those ratings.

If you have a JAA licence that is marked "Valid for United Kingdom registered aircraft", then, for the purposes of EU legislation, with effect from 8th April 2012 your licence is a UK licence, not a JAA licence. Please see the FAQs for UK licences.

8. I have a UK ATPL / CPL (pre-JAA), how will the changes affect me?

Subject to compliance with the revalidation/renewal requirements your licence and ratings will remain valid for non-EASA aircraft only into the future. If you intend to fly EASA aircraft after the EU rules are fully implemented you must obtain an EASA licence. The European regulations allow a transition period for this. A UK ATPL or CPL may be used to fly EASA aircraft that are within the scope of the licence and the valid ratings in the licence until 7th April 2014. The transition arrangements for the introduction of the LAPL mean that a UK licence may continue to be used until 7th April 2015 to fly EASA aircraft under 2,000 kg MTOM and with not more than 4 occupants, in VMC, for private purposes only.

To continue to fly EASA aircraft after the relevant end date, the holder of a UK ATPL / CPL must apply to the CAA for a Part-FCL licence, with evidence that he complies with the conversion requirements set out in Annex II of the "Aircrew" licensing regulation. See also CAP 804. Assuming that compliance is shown, the licence holder will receive a non-expiring EASA Part-FCL licence with the Part-FCL ratings that are valid on the date of issue. With the 2012 amendment of the Air Navigation Order the ratings contained in a Part-FCL licence will be valid for the piloting of non-EASA aircraft within

those ratings. If the UK licence contains UK-specific ratings, such as a microlight rating, the licence holder may also be granted a non-expiring UK licence containing those ratings. If the UK licence has expired, the requirements for re-issue must be complied with before the Part-FCL licence is issued.

9. I have a UK PPL (pre-JAA), how will the changes affect me?

Subject to compliance with the revalidation/renewal requirements your licence and ratings will remain valid for non-EASA aircraft only into the future. If you intend to fly EASA aircraft after the EU rules are fully implemented you must obtain an EASA licence. The European regulations allow a transition period for this. A UK PPL may be used to fly EASA aircraft that are within the scope of the licence and ratings until 7th April 2014. The transition arrangements for the introduction of the LAPL mean that a UK licence may continue to be used until 7th April 2015 to fly EASA aircraft under 2,000 kg MTOM and with not more than 4 occupants, in VMC, for private purposes only.

To continue to fly EASA aircraft after the relevant end date, the holder of a UK PPL must apply to the CAA for a Part-FCL licence, with evidence that he complies with the conversion requirements set out in Annex II of the "Aircrew Regulation". (See also CAP 804). Assuming that compliance is shown, the licence holder will receive a non-expiring EASA Part-FCL licence with the Part-FCL ratings that are valid on the date of issue. With the 2012 amendment of the Air Navigation Order the ratings contained in a Part-FCL licence will be valid for the piloting of non-EASA aircraft within those ratings. If the UK licence contains UK-specific ratings, such as a microlight rating, the licence holder may also be granted a non-expiring UK licence containing those ratings. If the UK PPL has a calendar life and has expired, the requirements for re-issue must be complied with before the Part-FCL licence is issued.

10. I have a CAA-issued JAA licence that is marked "Valid for UK registered aircraft", how will the changes affect me?

For the purposes of EU regulations this licence is a UK licence, not a JAA licence, and the conversion terms for UK licences will apply. See the FAQ - "I have a UK ATPL / CPL (pre-JAA), how will the changes affect me?" or "I have a UK PPL (pre-JAA), how will the changes affect me?"

11. I have a Basic Commercial Pilot's Licence (BCPL(A)), how will the changes affect me?

There are two principal categories of Basic Commercial Pilots Licence - the standard BCPL(A) - not restricted - and the Restricted BCPL(A). Both are UK licences that were issued prior to the adoption of JAR-FCL in the UK.

As it is more than a decade since the last BCPL (unrestricted) was issued, the holders of that licence have now met the experience requirements set out in the Air Navigation Order that extend the privileges to commercial flying. With the 2012 amendment to the Air Navigation Order all (unrestricted) BCPL(A)s become UK CPL(A)s. For the purposes of EU regulations these licences will be UK CPLs that are convertible to EASA Part-FCL licences. See the FAQ - "I have a UK ATPL / CPL (pre-JAA), how will the changes affect me?"

The Restricted BCPL(A) was primarily issued to pilots with PPLs and instructor ratings to allow them to be paid for giving instruction in flying; they have never had the privileges to undertake other forms of commercial flying. Under Part-FCL, pilots who hold PPLs with instructor ratings can be paid for giving flying instruction. With the 2012

amendment of the Air Navigation Order the same remuneration privileges are granted for the holders of UK PPLs with instructor ratings. The amendment of the Air Navigation Order also deems all Restricted BCPL(A)s to be UK PPL(A)s. For the purposes of EU regulations these licences will be UK PPLs that are convertible to EASA Part-FCL licences. See the FAQ - "I have a UK PPL (pre-JAA), how will the changes affect me?"

12. Do I have to convert my non-JAA licence into a JAA licence before I can get an EASA licence?

No. The EU regulations provide for the replacement of non-JAA licences with EASA licences, subject to compliance with specified requirements and minimum numbers of flying hours experience. However, holders of UK licences may choose to convert these to JAA licences before 17th September 2012 so that their licences automatically become EASA licences. They will then require replacement at the end of their calendar lives. See the FAQ - "I have a UK-issued JAA licence, how will the changes affect me?"

13. I have a UK licence with a calendar life, what will happen when it expires?

If your licence expires prior to 17th September 2012, you may renew it as previously, but its new calendar period will only be valid in full for non-EASA aircraft. The use of the renewed licence for the piloting EASA aircraft will be limited to 7th April 2014 or 2015 as described under the FAQs for UK ATPL/CPL and PPL. Alternatively, you may apply to convert the licence to a JAA licence, which will be valid for 5 years and must then be replaced with an EASA Part-FCL licence.

If your licence expires on or after 17th September 2012, you may renew it as a UK licence and the new licence will be non-expiring. However, when the transition periods end the UK licence will no longer be valid for EASA aircraft. Alternatively, you may apply for an EASA Part-FCL licence and comply with the conversion requirements. See the FAQs for UK ATPL/CPL and PPL.

14. What will happen about the medical restrictions on my licence?

Consistent with the new EU regulations, in future any medical restrictions will appear only on the Medical Certificate. Medical restrictions will no longer be shown on the licences.

15. I have a PPL for gyroplanes, how will the changes affect me?

The effect of the EU regulations will be to restrict the UK PPL(Gyroplanes) to non-EASA gyroplanes. All gyroplanes currently registered and operating in the UK are under 560kg MTOM and so are non-EASA aircraft. Therefore there is no practical effect. However, should heavier, EASA gyroplanes be produced, the UK PPL(G) will not be a valid licence for such aircraft. EASA has not yet proposed a gyroplane licence.

16. I have an NPPL, how will the changes affect me?

It depends which aeroplanes you intend to fly in the future.

If your licence is for microlights only, the new EU regulations will have no effect, and you can continue to maintain and your use licence under the existing national rules.

There are very few non-EASA Self Launching Motor Gliders in the UK. Therefore, if you fly SLMGs it is likely that you will need to obtain an EASA licence before 8th April 2015. Under Part-FCL SLMGs with retractable propellers/engines are classified as "Powered Sailplanes".

If you have an NPPL(SSEA) and you only ever intend to fly non-EASA aeroplanes (e.g. amateur-built), then you may continue to maintain and use your NPPL in accordance with current national rules. However, if you foresee a need to fly EASA aeroplanes (e.g. C172, Pa28) after 7th April 2015, you will need to obtain an EASA licence.

The conversion tables in Annex II to the EASA "Aircrew" licensing regulation do not include obtaining an EASA LAPL or PPL based on an NPPL. Separate provision is made in the regulations for the CAA to compile a report, to be agreed with EASA, which will define the conversion criteria. This report has been compiled and submitted to the Agency. The resulting conversion requirements are published in CAP 804.

17. I have a PPL(A) with a Group D rating / PPL(M) for microlights - how will the changes affect me?

These licences will remain as currently administered. The currently proposed EU regulations are not applicable to the pilots of microlight aeroplanes.

18. I fly gliders, how will the changes affect me?

EU regulations will require pilots of EASA gliders to hold EASA Part-FCL licences - either a LAPL(Sailplanes) or a Sailplane Pilots Licence (SPL) - to continue flying from 8th April 2015. The CAA is working with the BGA to develop conversion criteria for agreement with EASA to allow Part-FCL licences to be issued on the basis of existing UK gliding qualifications.

19. I fly balloons, how will the changes affect me?

EU regulations require the pilots of EASA balloons to hold EASA Part-FCL licences - either a LAPL(Balloons) or a Balloon Pilots Licence (BPL) - to continue flying from 8th April 2015. Note that the new BPL has commercial flying privileges when additional requirements, post licence issue, have been complied with. The conversion tables in Annex II to the EASA "Aircrew" licensing regulation do not include balloon licences. Separate provision is made in the regulations for the CAA to compile a report, to be agreed with EASA, which will define the conversion criteria. The CAA is working with the BBAC on the compilation of this report and related matters.

20. I have licences from more than one European country, what happens about that?

The EU regulations specify that an individual may only hold one EASA Part-MED Medical Certificate, and that all of the EASA licences held by an individual must be issued by the same State that holds the medical records for that individual.

If you have JAA licences issued by more than one country you must decide which of those countries is going to be your State of Licence Issue for EASA licences - it must be the State that holds your medical records. You will need to do this before the first occasion when one of your licences will go through a transaction with the National Authority that issued it. You must then apply to your single State of Licence Issue to transfer to them any JAA licences you hold that were issued by other countries.

If you have national licences that will only be used to fly non-EASA aircraft, those licences can continue to be used, subject to continuing support and administration being provided by the issuing authorities.

21. What happens to the ratings that I have on my licence?

If you have a JAA / JAR licence (fully compliant with JAR-FCL), which becomes an EASA Part-FCL licence on 8th April 2012, the aircraft ratings will remain in force with the expiry dates unchanged. When your licence reaches calendar expiry (or before that date if you choose) you must apply for it to be replaced with a non-expiring EASA Part-FCL licence. JAR-FCL aircraft ratings (that also appear in Part-FCL) will be included in the new Part-FCL licence. If you have valid non-JAR ratings a national licence may be issued to include these. When any Part-FCL rating approaches or reaches expiry it may be revalidated or renewed in accordance with Part-FCL requirements. When any national rating approaches or reaches expiry it may be revalidated or renewed on the JAR licence provided that the licence has not reached its calendar expiry and you have a current medical certificate appropriate to the licence. When the licence reaches its calendar expiry after 17th September 2012 application must be made for it to be replaced with an EASA Part-FCL. If there are valid national aircraft ratings on the licence at that time it will be necessary to obtain a UK licence to carry those ratings.

If you have a non-JAR (UK) licence, the aircraft ratings will remain in force with the expiry dates unchanged until the licence or the ratings expire or the licence needs to be amended by the CAA after the Part-FCL implementation date (17th September 2012). If you decide to obtain an EASA Part-FCL licence, the aircraft ratings that are Part-FCL ratings and are valid on the day the licence is issued will be included on the Part-FCL licence with the expiry dates unchanged. If there are national ratings that are valid on the day of conversion, a new national licence will be issued to include those ratings.

If your non-JAR licence has to be amended by the CAA for any reason on or after 17th September 2012 and it contains Part-FCL type ratings that you wish to retain, the licence will have to be converted to a Part-FCL licence at that time. From 17th September 2012 onwards a UK licence cannot be re-printed with a Part-FCL-specific rating included. (If the licence contains only ratings that are provided for in the ANO - e.g. class ratings - then it can be re-printed as a national licence.

Important note - JAR-FCL has always specified that whenever a licence is re-printed (due to amendment or expiry) the replacement licence will show only the ratings that are valid on the day the new licence is issued. Expired ratings should be removed. If the licence holder subsequently renews a rating that is no longer on the licence the licence would have to be re-issued again to show the renewed rating. In the UK the CAA chose to administer this in a different way. UK-issued JAR licences always showed all ratings that had been entered in the licence. This enabled pilots to have the ratings renewed by examiners signing the authorisation page, without having to send the licence to the CAA to have the rating reinstated. This UK practice will have to cease from 17th September 2012. This is because Parts FCL and ARA contain the same requirement as JAR-FCL, but Parts FCL and ARA are legally binding and the CAA must comply with them. This means that, after 17th September 2012, if a licence is amended and re-printed by the CAA, the new/amended version will have only the current ratings included in the ratings section. We will print on the back of the licences a list of ratings previously held so that examiners will have the evidence of previous qualification in order to perform a renewal; but it will then be necessary to apply to the CAA to have the rating included in the licence again before it can be used.

22. I have an instructor rating, how will the changes affect me?

If you have instructor ratings on a JAR licence for EASA aircraft (e.g. FI, CRI, SFI, or TRI for an EASA type), the ratings will remain valid subject to the existing renewal/revalidation rules for the ratings. Subsequently, the ratings may be revalidated/renewed in accordance with Part-FCL. Any instructor ratings specific to non-EASA aircraft (e.g. microlight instructor, or TRI for a non-EASA type) will also remain valid, but cannot remain on the licence when it is physically replaced by an EASA licence. You will need to have a UK national licence with the specific non-EASA rating(s) at that time.

If you have a non-JAR UK licence with instructor ratings that include privileges to instruct for JAR licences or ratings, these will still be usable along with the national licence until 2014 or 2015; see the FAQs - "I have a UK ATPL / CPL (pre-JAA), how will the changes affect me?" and "I have a UK PPL (pre-JAA), how will the changes affect me?"

If you choose to fly non-EASA aircraft only in the future, and so do not obtain an EASA licence, your instructor ratings can continue as before, except that Part-FCL rules will apply for revalidation/renewal. If/when you apply for an EASA Part-FCL licence based on your UK licence, the instructor ratings that apply to instruction for JAR/Part-FCL qualifications will be carried over onto your EASA licence, provided that you comply with the experience requirements for the instructor rating that are specified in Part-FCL.

Note 1: There has been some confusion over whether current UK FI ratings will be convertible to equivalent EASA ratings because Part-FCL requires CPL theoretical knowledge examination for the FI, and this was not required for the existing ratings. The position is that CPL theoretical knowledge is required to obtain a new FI on an EASA licence; but it is not required if the FI is granted under the conversion rules to a pilot who already holds a valid FI under national rules who complies with the Part-FCL experience requirements.

Note 2: Under Part-FCL the holder of a PPL with FI rating may be paid to give instruction for the PPL and LAPL. The 2012 amendment of Schedule 7 of the Air Navigation Order allows the holder of a UK PPL(A) with FI to be similarly remunerated for providing instruction.

23. I have an examiner authorisation, how will the changes affect me?

The arrangements have still to be finalised but are expected to be similar to those for instructors. See FAQ - "I have an instructor rating, how will the changes affect me?"

24. When can I get an EASA licence?

EASA licences will be issued by the Competent Authorities of the EASA Member States (the CAA in the UK). No EASA Part-FCL licences can be issued before 8th April 2012. Because of the nature of the changes to EU regulations and the consequent administrative changes that must take place, the individual National Aviation Authorities may delay the implementation of the Annexes of the Aircrew Regulation. Having considered this, the CAA has decided to begin issuing EASA Part-FCL licences from 17th September 2012.

25. What is going to happen about the IMC rating?

Please see the separate statement on this subject at: www.caa.co.uk/eupilotlicensing.

26. I have a licence issued by a non-EASA country (e.g. USA), how will the changes affect me?

Currently the UK Air Navigation Order gives a permanent validation of non-UK ICAO licences that allows the holders of those licences to fly UK-registered aircraft for private purposes only. With the implementation of European regulations, including the use of the derogations by the UK, this UK validation will remain for private flights until 8th April 2014. From that date forward the UK validation will be valid only for non-EASA aircraft registered in the UK.

For any commercial flight in a UK-registered aircraft, the holder of a licence that is not a UK or JAR licence must hold an individual validation issued by the CAA.

Under European regulations there is no general validation for private flying. An individual validation will be required in every case. However, the rules will include a two-year transition period for private flying. This means that from 8th April 2014 onwards, the holder of a licence from a non-EASA State must hold an individual validation certificate issued by the EASA Member State where the pilot or the "operator" of the aircraft is based, if the aircraft is to be flown for any purpose. For any commercial flight where application for validation is to be made to the UK CAA, an individual validation in accordance with the Aircrew Regulation is required from 17th September 2012. Before that date a validation issued under the Air Navigation Order is required, but will be valid for UK-registered aircraft only.

There are some other significant changes to the validation rules being introduced under EU regulations:

Under current national provisions a validation (general or specific) is required for a non-UK or non-JAR licence holder to fly a UK-registered aircraft. Under EU regulations a validation will also be required for such a pilot to fly an aircraft registered outside the EU if the operator of the aircraft is based in the EU. For example, if the operator of an N-registered aircraft is based in the UK, the holder of an FAA licence will have to hold a validation issued under EU regulations by the CAA to fly the N-registered aircraft in Europe. (Again, this is deferred to 8th April 2014 for private flying).

Under European regulations an individual licence holder may only be granted a validation once. Repeat validations are not permitted. A validation is issued for one year. If the pilot is training to gain an EASA Part-FCL licence the validation may be extended once by the State that issued it to allow a reasonable time to obtain the Part-FCL licence.

27. I have previously passed ATPL / CPL theoretical knowledge examinations, but I have not obtained the licence yet, how will the changes affect me?

The position on this is set out in Aeronautical Information Circular (AIC) W 73/2011****.

28. What will happen about radio licences (FRTOL)?

Radio licences remain under national regulations, but Part-FCL licences will show radio qualifications. See CAP 804 for further information.

29. What is happening about gaining credit for military flying against the requirements for obtaining an EASA licence?

The new Aircrew Regulation makes provision for credit to be given, but the arrangements must be set out in a report which compares the military training with the requirements of Part-FCL and identifies any credits and any additional requirements to be met. The MoD (22 Training Group) has been working on the development of a new scheme for EASA Part-FCL licences. On completion of this work the CAA will submit the Credit Report to EASA. It will not be possible to issue an EASA Part-FCL licence on the basis of military training/qualifications until the new scheme is in place. The terms of the scheme will be published in CAP 804.

30. How will licences and ratings be kept valid?

Unlike JAR licences, EASA Part-FCL licences do not expire. With the 2012 amendment to the Air Navigation Order all UK licences will also be non-expiring. The validity of the licence will depend upon the holder having a valid medical certificate appropriate to the licence. The use of the licence privileges will depend upon the ratings in the licence and their currency.

Ratings on EASA Part-FCL licences are revalidated or renewed according to the requirements set out in Part-FCL. Ratings on UK licences that are the same as EASA ratings are subject to the Part-FCL revalidation/renewal requirements. The renewal/revalidation requirements for national ratings remain as currently and as notified by the CAA in the Air Navigation Order and CAP 804.

31. How will the new rules affect Registered Facilities (PPL training)?

There is no provision for Registered Facilities (for PPL training) in the new European regulations. Under the new rules all training for the grant of all Part-FCL licences and ratings must be provided by an Approved Training Organisation. This will include training for glider and balloon licences. The Part-ORA sections of the "Aircrew Regulation" define a set of requirements for all ATOs, and then additional requirements to be complied with by organisations providing training for commercial licences, type ratings, etc.

Under the EU regulations, training organisations and Registered Facilities that have their principal place of business in an EASA Member State must apply to (or have their approval transferred to) the National Aviation Authority of that State. Any school that has its principal place of business outside the EU will have its approval issued and administered by EASA.

The EU regulations include a transition period in that Registered Facilities that are registered before the implementation of Part-ORA may continue training for the PPL under their existing arrangements up to 8th April 2015. For Registered Facilities with their Principal Place of Business within the UK, the implementation date of Part-ORA is 17th September 2012. For Registered Facilities registered to a Member State but having the Principal Place of Business outside the EU, the implementation date of Part-ORA is 8th April 2012. Any new training facility set up after these dates must become an Approved Training Organisation before commencing any training.

Any flying training school that is located outside the EU was transferred to EASA's oversight in April 2012. These schools should obtain advice from EASA concerning transition arrangements.

32. How will the new rules affect Flight Training Organisations and Type Rating Training Organisations?

Flying Training Organisations and Type Rating Training Organisations (FTO, TRTO) that are approved under JAR-FCL became approved under Part-ORA with effect from 8th April 2012, and so did their courses. However, they are not fully compliant with Part-ORA. This will result in Level 2 findings being made that will have to be resolved in accordance with Part-ORA.

The approval of any FTO and TRTO currently approved by the CAA to give training for JAR-FCL licences or ratings that has its principal place of business outside the UK has transferred to the appropriate authority. For organisations located in other EASA States, the approval is transferred to the National Aviation Authority (“Competent Authority”) of that State. Organisations located outside of the EASA States will have their approval certificates replaced by certificates issued by EASA and will be subject to audit by EASA. EASA may employ National Aviation Authorities under contract to perform the auditing and oversight of these organisations, but it will be EASA that will issue all formal documents, including amending or varying the approval.

33. What will be the effect of the introduction of the aerobatic rating?

The EU regulations introduce an Aerobatic Rating. The effect of this will be that pilots (including glider pilots) must not fly aerobatic manoeuvres in EASA aircraft unless they hold an aerobatic rating. The rating will be mandatory from 8th April 2015 to fly aerobatics in EASA aircraft, including gliders. The CAA is developing a conversion report so that recognition can be given of past flying activities in order to grant aerobatic ratings to existing pilots.

34. What will be the effect of the introduction of the Flight Test rating?

The EU regulations introduce a Flight Test Rating. The privilege of this rating will be to allow the holder to fly non-certificated EASA aircraft. e.g. The pre-certification test, development and certification flying of a new aircraft type. When the rules are fully in place in April 2015 test pilots will have to hold this rating to carry out such flights. There will be a process by which existing test pilots may be granted the EASA Part-FCL rating.

35. What will be the effect of the introduction of the towing rating?

The EU regulations introduce a Towing Rating, which will be applicable to towing gliders and towing banners. The effect of this will be that pilots must not tow anything with an EASA aircraft unless they hold a towing rating. The CAA is considering what recognition can be given of past flying activities in order to grant towing ratings to existing pilots. The rating will be mandatory from 8th April 2015 for towing with EASA aircraft.

36. What will be the effect of the introduction of the mountain rating?

The EU regulations introduce a Mountain Rating, to replace the national rating that already exists in Switzerland and elsewhere. This will be granted on completion of an approved course on taking off and landing in mountainous regions. The effect of this in the future will be that pilots will not be able to take-off or land in mountainous areas with EASA aircraft unless they have a mountain rating. The rating will not be

mandatory until 8th April 2015. Implementation of this rating in the UK is not a priority. Holders of EASA Part-FCL licences will be able to take courses in other EU States to obtain this rating.

37. What will be the charging scheme for EASA licences and training organisations?

Licences will continue to be issued by National Aviation Authorities, not EASA, and so national charges will apply. The UK charging scheme for 2012/2013 has been published on the CAA website. For organisations, the charges of the regulating authority will apply. UK charges will apply to organisations with their principal place of business in the UK; EASA charges will apply to organisations outside the EASA Member States.

38. How will knowledge of Part-FCL and Part-OPS be demonstrated for licence validation/conversion?

The Annexes to the EASA Aircrew Regulation specify that to convert or validate a licence the licence holder must have knowledge of the parts of Part-OPS and Part-FCL that are relevant to their activities. The CAA will require applicants to tick a box on the appropriate application forms to certify that they have read and understood the regulations that apply to them.

39. Crediting of flying hours to comply with the requirements for recency and revalidation by experience.

Some licensing privileges - notably the SEP rating - may be revalidated by flying experience in the appropriate class of aircraft. With the 2012 amendment the UK Air Navigation Order will render a Part-FCL licence as valid for non-EASA aircraft that are within the ratings on the licence (Annex II aircraft and non-military State aircraft). For compliance with the experience requirements for revalidation (and recency requirements) as applicable for any rating on a Part-FCL or UK national licence, the CAA will accept hours flown in any aircraft (EASA or non-EASA) of the applicable class.

40. What further information will be provided?

The CAA will continue to publish information on the CAA website. EASA is also posting information on the implementation of the new rules, including FAQs under "EASA Flight Standards". CAP 804 has been published and will be amended as required.