



Pilot Licence Rating Revalidation Requirements

1. SEP and/or TMG Ratings in EU Licences

FCL.740.A Revalidation of EU class and type ratings – aeroplanes

- (1) For revalidation of single-pilot single-engine piston aeroplane class ratings or TMG class ratings the applicant shall:
 - (i) within the 3 months preceding the expiry date of the rating, pass a proficiency check in the relevant class in accordance with Appendix 9 with a Flight Examiner;

OR

- (ii) within the 12 months preceding the expiry date of the rating, complete 12 hours of flight time in the relevant class, including:
 - 6 hours as PIC;
 - 12 take-offs and 12 landings; and
 - refresher training of at least 1 hour with a flight instructor (FI) or a class rating instructor (CRI). Applicants shall be exempted from this flight if they have passed a class or type rating proficiency check or skill test in any other class or type of aeroplane. (or instructor rating test, see below).
- (2) When applicants hold both a single-engine piston aeroplane-land class rating and a TMG rating, they may complete the requirements of (1) in either class or a combination thereof, and achieve revalidation of both ratings.

Note- this only applies to REVALIDATIONS. A renewal requires a LST in each class.

AMC 4.1.1 states: The requirements for a training flight with an FI or CRI, referred to in FCL.740.A(b)(1)(ii), may be satisfied by receiving instruction totalling at least 1 hour from one or more instructors in the course of a maximum of three flights.

UK AMC 4.1.2 states: The CAA has issued an exemption for a pilot licence issued by the CAA that includes a Single Engine Piston class rating or Touring Motor Glider class rating, which may be revalidated subject to the condition that, within 12 months preceding the expiry of the rating the applicant shall:

- (a) complete 12 hours of flight time in Single Engine Piston aeroplanes or Touring Motor Gliders, including 6 hours as pilot in command and 12 take-offs and 12 landings;

AND

- (b) Pass in an aeroplane, a skill test or proficiency check for any class, type, instrument or mountain rating or an assessment of competence for any Flight Instructor, Class Rating Instructor or Instrument Rating Instructor certificate included in the applicant's aeroplane pilot licence.

COACH ACTION

The Coach should sign the pilot's logbook after providing flight instruction towards the revalidation requirements. If that flight completed the instructional requirements and all other revalidation requirements have already been met, the Coach may sign the rating revalidation page of the pilot's licence using their FCL.945 privileges.

2. EU LAPL(A)

A LAPL does not require examiner action or licence signature provided the holder maintains a rolling validity as follows:

FCL.140.A LAPL(A) – Recency requirements

- (a) Holders of an LAPL (A) shall only exercise the privileges of their licence when they have completed, in the last **24** months, as pilots of aeroplanes or TMG:
 - (b)
 - (1) at least 12 hours of flight time as PIC, including 12 take-offs and landings; and
 - (2) refresher training of at least 1 hour of total flight time with an instructor.
- (b) Holders of an LAPL(A) who do not comply with the requirements in (a) shall:
 - (1) undertake a proficiency check with an examiner before they resume the exercise of the privileges of their licence;

OR

- (2) perform the additional flight time or take-offs and landings, flying dual or solo under the supervision of an instructor, in order to fulfil the requirements in (a).

AMC1 FCL.140.A

Training flight items should be based on the exercise items of the proficiency check, as deemed relevant by the instructor, and depending on the experience of the candidate. For aeroplanes and helicopters, the briefing should include a discussion on TEM with special emphasis on decision-making when encountering adverse meteorological conditions or unintentional IMC, as well as on navigation flight capabilities.

LAPL privileges integral to higher licences

Holders of other licences 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.

COACH ACTION

The Coach should sign the pilot's logbook after providing flight instruction towards the revalidation requirements. Only a PART-FCL Examiner may sign the revalidation page of a LAPL.

3. Class ratings in UK PPL (not NPPL)

ANO 2016 Revalidation of UK PPL class and type ratings – aeroplanes

(1) For revalidation of single-pilot single-engine piston aeroplane class ratings or TMG class ratings the applicant shall:

(i) within the 3 months preceding the expiry date of the rating, pass a proficiency check in the relevant class in accordance with Appendix 9 to this Part with an examiner;

OR

(ii) within the **12** months preceding the expiry date of the rating, complete 12 hours of flight time in the relevant class or (for SEP) 3-axis microlight, including:

- 6 hours as PIC;
- 12 take-offs and 12 landings; and
- refresher training of at least 1 hour with a flight instructor (FI) or a class rating instructor (CRI). Applicants shall be exempted from this flight if they have passed a class or type rating proficiency check or skill test in any other class or type of aeroplane.

(2) When applicants hold both a single-engine piston aeroplane-land class rating and a TMG rating, they may complete the requirements of (1) in either class or a combination thereof, and achieve revalidation of both ratings.

Note- this only applies to REVALIDATIONS. If a renewal, there has to be a GST in each class.

COACH ACTION

The Coach should sign the pilot's logbook after providing flight instruction towards the revalidation requirements. If that flight completed the instructional requirements and all other revalidation requirements have already been met, the Coach may sign the rating revalidation page of the pilot's licence using their FCL.945 privileges. If the pilot completes the revalidation requirements at a later date, a Coach may use their "UK R Examiner" privileges to sign the rating revalidation page if the previous rating is still valid.

Revalidation of legacy UK PPL (A) or UK PPL (Microlight)

Some licences were originally issued without ratings, and a few pilots have managed to retain them by fulfilling the original requirements to fly 5 hours as first pilot every 13 months and have their logbook certified accordingly by an Examiner. Coaches who are listed on the CAA's current 'R' examiners list may continue to certify such revalidations if the pilot has produced logbook evidence that they have flown at least 5 hours as first pilot in the relevant aircraft class in the 13 months following the previous examiner's certification in the holder's logbook.

4. Ratings in UK NPPL

ANO 2016 Revalidation of UK NPPL class ratings - aeroplanes

To revalidate an SSEA, Microlight or SLMG class rating attached to an NPPL(A), the holder must complete the following during the **24** month validity of the current certificate of revalidation for the rating:

- a) A General Skill Test; or
- b) At least 12 hours flight time to include:
 - i) at least 8 hours as pilot in command;
 - ii) at least 12 take-offs and 12 landings;
 - iii) at least 1 hour of flying training with an instructor entitled to give instruction on aeroplanes of that class;
 - iv) at least **6** hours flight time in the **12** months preceding the validity expiry date.

General Skill Test

Must be completed with a Flight Examiner holding the appropriate rating and qualification.

Examiners can only examine on aircraft they are qualified to instruct on!
SLMG examiners are listed by the CAA or in some cases the BGA

Single seat

Where the holder has not undertaken the skill test or the flying training specified a certificate of revalidation may be issued but must be endorsed "single seat only"

Holders of more than one Class Rating

3.9.1.2 Where the holder wishes to revalidate more than one class rating they may carry out the requirements above in any of the relevant classes but must have at least 1 hour PIC or 1 hour dual instruction in each of the classes as part of the 12 hours flight time.

Validity

The new certificate is valid for 24 months from the end of the month which includes the expiry date of the existing certificate, except where the certificate is validated by a NPPL General Skill Test more than 3 months before the expiry date of the existing certificate, in which case the new certificate is valid for 24 months from the end of the month in which the test was taken

5. Refresher Training for PPL ratings (instructional flights) or LAPL training flights

- PCS Guidance on the content of these flights is given in CSL 3.2
- Coaches are advised to consult CAA TrainingComs for their recommendations

After the flight(s)

If you're happy the pilot is of a safe standard

- Ensure the flight is logged as a 'flight with instructor in accordance with PART-FCL'
- Sign with your licence number to certify the satisfactory flight and the Pilot status

If you consider the pilot needs more training to reach a safe standard

- Advise him/her accordingly, and arrange future training
- You do not have to sign the logbook but you may have to justify withholding revalidation.

Can I sign the licence?

- If the rating is on the front page of the licence
- If he/she has already completed the required experience
- If it has all been completed in the last 12 months of validity
- If he/she has completed the flight(s) with me satisfactorily [and if this is the last flight if with different instructors who have already signed]
- If I am a listed CAA 'R' examiner (for UK PPL or NPPL only) or my instructor certificate gives me FCL-945 privileges

What do I sign?

- Rating revalidation page of the licence (not for LAPL)
- SRG 1119E for EU licences

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