

FCL.945 Privilege for FI and CRI

Scope

FCL.945 **ONLY** applies to Part FCL licences

FCL.945 **DOES NOT** apply to UK National Licences and the UK NPPL

What is FCL.945 privilege?

FCL.945 Obligations for instructors

Upon completion of the training flight for the revalidation of an SEP or TMG class rating in accordance with FCL.740.A(b)(1) and only in the event of fulfilment of all the other revalidation criteria required by FCL.740.A(b)(1) the instructor shall endorse the applicant's licence with the new expiry date of the rating or certificate, if specifically authorised for that purpose by the competent authority responsible for the applicant's licence

In simple terms...

FCL.945 allows an instructor to complete the revalidation of a SEP class rating and/or TMG rating

What is FCL.740.A(b)(1)?

FCL.740.A Revalidation of class and type ratings - aeroplanes

(b) Revalidation of single-pilot single-engine class ratings

(1) Single-engine piston aeroplane class ratings and TMG ratings. 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, including:

- 6 hours as PIC,

- 12 take-offs and 12 landings, and

- refresher training of at least 1 hour of total flight time with a flight instructor (FI) or a class rating instructor (CRI). Applicants shall be exempted from this refresher training if they have passed a class or type rating proficiency check, skill test or assessment of competence in any other class or type of aeroplane

What part of FCL.740.A(b)(1) applies to the instructor with FCL.945?

FCL.740.A(b)(1) Revalidation of class and type ratings - aeroplanes

(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 of total flight time with a flight instructor (FI) or a class rating instructor (CRI)

Notes:

1. Flight time in TMGs may only be counted if the pilot holds a TMG rating (not just a UK National SLMG rating)
2. Flight time in a 3-axis Microlight or Annex 1 / Non-Part 21 aeroplane can be counted towards the experience
3. 3-axis Microlight cannot be used for the refresher training
4. Annex 1 / Non-Part 21 aeroplanes can be used for the refresher training flight provided they meet the requirements of AMC1 FCL.140.A; FCL.140.S; FCL.740.A(b)(1)(ii)

What is AMC1 FCL.140.A; FCL.140.S; FCL.740.A(b)(1)(ii)?

AMC1 FCL.140.A; FCL.140.S; FCL.740.A(b)(1)(ii) Recency and revalidation requirements

All hours flown on aeroplanes or sailplanes that are subject to a decision as per Article 2(8) of the Basic Regulation or that are specified in Annex I to the Basic Regulation should count in full towards fulfilling the hourly requirements of points FCL.140.A, FCL.140.S, and FCL.740.A(b)(1)(ii) under the following conditions:

(a) the aircraft matches the definition and criteria of the respective Part-FCL aircraft category, class, and type ratings; and

(b) the aircraft that is used for training flights with an instructor is an Annex-I aircraft of type (a), (b), (c), or (d) that is subject to an authorisation specified in points ORA.ATO.135 or DTO.GEN.240

What is ORA.ATO.135 or DTO.GEN.240?

ORA.ATO.135 Training aircraft and FSTDs

(a) The ATO shall use an adequate fleet of training aircraft or FSTDs appropriately equipped for the training courses provided. The fleet of aircraft shall be composed of aircraft that comply with all requirements defined in Regulation 2018/1139. Aircraft that fall under points (a), (b), (c) or (d) of Annex I to Regulation 2018/1139, may be used for training if all of the following conditions are met:

(1) during an evaluation process the competent authority has confirmed a level of safety comparable to the one defined by all essential requirements laid down in Annex II to Regulation 2018/1139

(2) the competent authority has authorised the use of the aircraft for training in the ATO

(b) The ATO shall only provide training in FSTDs when it demonstrates to the competent authority:

(1) the adequacy between the FSTD specifications and the related training programme

(2) that the FSTDs used comply with the relevant requirements of Part-FCL

(3) in the case of full flight simulators (FFSs), that the FFS adequately represents the relevant type of aircraft; and

(4) that it has put in place a system to adequately monitor changes to the FSTD and to ensure that those changes do not affect the adequacy of the training programme

(c) If the aircraft used for the skill test is of a different type to the FFS used for the visual flight training, the maximum credit shall be limited to that allocated for flight and navigation procedures trainer II (FNPT II) for aeroplanes and FNPT II/III for helicopters in the relevant flight training programme

(d) Flight test training organisations. Aircraft used for flight test training shall be appropriately equipped with flight testing instrumentation, according to the purpose of the training

DTO.GEN.240 Training aircraft and FSTDs

(a) A DTO shall use an adequate fleet of training aircraft or FSTDs appropriately equipped for the training course provided. The fleet of aircraft shall be composed of aircraft that comply with all requirements defined in Regulation 2018/1139. Aircraft that fall under points (a), (b), (c) or (d) of Annex I to Regulation 2018/1139, may be used for training if all of the following conditions are met:

(1) during an evaluation process the competent authority has confirmed a level of safety comparable to the one defined by all essential requirements laid down in Annex II to Regulation 2018/1139

(2) the competent authority has authorised the use of the aircraft for training in the DTO

(b) A DTO shall establish and keep up-to-date a list of all aircraft, including their registration marks, used for the training it provides

A further complication....

AMC2 ORA.ATO.135 and AMC2 DTO.GEN.240 require Annex-I / Non-Part 21 aircraft that do not hold an ICAO-level Certificate of Airworthiness require an initial assessment by the UK CAA [competent authority] as part of the evaluation process.

AMC2 DTO.GEN.240 Training aircraft and FSTDs (extract)
[AMC2 ORA.ATO.135 Training aircraft and FSTDs] (extract)

EVALUATION PROCESS

(b) Annex I aircraft that do not hold an ICAO-level CoA

Before the inclusion of these aircraft in the fleet of an DTO [ATO] and their use in training to obtain Part-FCL licences and ratings, the DTO [ATO] should apply for the authorisation to the competent authority that should perform the evaluation process in the following order:

(1) Initial assessment by the competent authority....

(2) Additional assessment by a qualified instructor....

However, the UK CAA have published an exemption

ORS4 No 1601 published on 6 June 2024 provides an exemption from the evaluation and authorisation specified in ORA.ATO.135 and DTO.GEN.240 subject to certain conditions as specified below:

- a) The pilot licences must have been issued by the UK CAA.
- b) With the exception of the Part FCL LAPL(A) the licence must contain a valid SEP or TMG Class Rating.
- c) Licence holders must only operate flights:
 - i. in UK (G) registered aeroplanes or TMGs
 - ii. in the following areas:
 - a. within the UK; or
 - b. with the permission of the relevant authority, in airspace of another country, or
 - c. with the permission of the relevant authority, within a Crown Dependency,
 - d. wn day or night in accordance with VFR
- d) Where a non-Part 21 aeroplane or TMG is to be used for the dual refresher training flight with an instructor as required in FCL.140.A(a)(1) and FCL.740.A(b)(1)(ii) the FI or CRI conducting the refresher training flight must still assess the suitability of the aeroplane or TMG to ensure that they can deliver the training flight safely.
- e) The exemption does not permit the use of non-Part 21 aeroplanes or TMG for flight training for gaining a Part-FCL pilot's licence, ratings or certificates.

The exemption is effective 6 June 2024 until 30 June 2026 both dates inclusive.

The exemption applies to holders of a Part FCL licences issued by the UK CAA and a PPL(A) issued by the UK CAA under the ANO. Pilots issued with a NPPL(A) in accordance with the ANO can already conduct training flights using Annex 1 / Non-Part 21 aeroplanes and TMGs.

In simple terms ...

Annex 1 / Non-Part 21 aeroplane used for training shall be part of the DTO / ATO list of approved aeroplanes used for training. However, ORS4 No 1601 gives an exemption for Annex 1 / Non-Part 21 aeroplanes or TMGs to be used for the refresher training flight with the instructor for the revalidation of an SEP or TMG class rating or privilege subject to certain conditions.

Which instructors can gain FCL.945 privileges?

FI (see note) and CRI who have the privilege to instruct for SEP and/or TMG class ratings. In the UK the CAA automatically gives the privilege to most FI / CRI on application or during licence administration. Other EASA States may limit the number of instructors with FCL.945 privileges and/or carry out a selection process followed by training

Note: FI restricted to teaching for the LAPL only, may not get the privilege because a LAPL uses recency to maintain validity

When can the single-engine piston aeroplane class rating and TMG rating be revalidated by experience?

Within the 12 months preceding the expiry date of the rating

AND

All the revalidation criteria have been completed

What is the validity of a single-pilot single-engine piston aeroplane class rating and TMG rating?

FCL.740 Validity and Renewal of Class and Type Ratings

(a) The period of validity of class and type ratings shall be 1 year, except for single-pilot single-engine class ratings, for which the period of validity shall be 2 years, unless otherwise determined by the operational suitability data, established in accordance with Part-21

In simply terms...

SEP class rating and TMG rating are valid for 2 years

What is Revalidation and Renewal?

FCL.010 Definitions

Revalidation (of, e.g. a rating or certificate) means the administrative action taken within the period of validity of a rating or certificate which allows the holder to continue to exercise the privileges of a rating or certificate for a further specified period consequent upon the fulfilment of specified requirements

Renewal (of, e.g. a rating or certificate) means the administrative action taken after a rating or certificate has lapsed for the purpose of renewing the privileges of the rating or certificate for a further specified period consequent upon the fulfilment of specified requirements

In simple terms...

Revalidation = Rating has not reached its expiry date in accordance with the entry in the licence

Renewal = Rating in licence has expired

Important note: Instructors cannot renew ratings that have expired

What is the content of the Training Flight?

AMC1 FCL.740.A(b)(1)(ii) Revalidation of Class and Type Rating

Content of the Refresher Training

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. 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

What is 'specifically authorised for that purpose by the competent authority'?

XII	Ratings, certificates and privileges	
Class/Type/IR	Remarks and Restrictions	
Instrument	Nil	
A330/350	Nil	
IR(Restricted)	Restricted to the privileges of the Instrument Meteorological Conditions Rating specified in the United Kingdom Air Navigation Order	
Night	Nil	
SEP(land)	Nil	
No Further Entries		
Instructors	Remarks and Restrictions	
FI	FCL.905.FI applies as in (a)/(b)/(e)/FCL.945	
CRI	For SEP(land)/SP/FCL.945	
No Further Entries		
Examiners	Remarks and Restrictions	
	See Certificate Number GBR.123456F	
No Further Entries		

FCL.945 entered under 'Instructors Remarks and Restrictions' in a UK issued licence

Indicates that the instructor has been specifically authorised by UK CAA

What is meant by... 'Upon completion of the training flight'?

The FI or CRI shall have flown with the pilot in accordance with FCL.740.A(b)(1)(ii) before any revalidation action can be completed

An FI or CRI who has not flown with the pilot cannot carry out the revalidation action

FCL.740.A(b)(1)(ii) = refresher training of at least 1 hour of total flight time with a flight instructor (FI) or a class rating instructor (CRI)

The process of revalidation under FCL.945...

What shall the instructor do?

1. Check the rating is present in the pilot's licence in Section XII and its expiry date in the Certificate of Revalidation and if present and valid continue with the revalidation

OR

if not present and expired **you cannot revalidate** (refer the pilot to an examiner for renewal of the rating)

2. Complete the refresher training flight in accordance with FCL.740.A(b)(1)(ii)

REMEMBER this is NOT a test - There is NO PASS or FAIL criteria

Note: Instructors can only complete the refresher training flight using an SEP or TMG rating they hold, which has not expired, and on which they have instructional privileges

3. After the refresher training the pilot enters the flight(s) in logbook as follows:

- Instructor is PIC / CAPTAIN
- Pilot claims PUT / DUAL
- Instructor SHALL endorse pilot logbook (AMC1 FCL.050(i)(10)(iv))

AMC1 FCL.050(i)(10)(iv) Recording of flight times

(10) column 12: the 'remarks' column may be used to record details of the flight at the holder's discretion. The following entries, however, should always be made:

- (i) instrument flight time undertaken as part of the training for a licence or rating;
- (ii) details of all skill tests and proficiency checks;
- (iii) signature of PIC if the pilot is recording flight time as SPIC or PICUS;
- (iv) signature of instructor if flight is part of an SEP or TMG class rating revalidation.

Suggested logbook entry by instructor:

Training Flight(s) iaw FCL.740.A(b)(1)(ii) (add instructor signature + licence number)

4. Check the pilot has completed ALL the other revalidation requirements of FCL.740.A(b)(1)(ii)

'(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'

5. Now complete the SRG1157 or SRG1107

- SRG1157 / SRG1107 can be downloaded from www.caa.co.uk. Select 'CAA Publications' from the righthand list of titles, then in 'Publication search box' type SRG1157 and it should appear in a list. Repeat for SRG1107

6. Pilot completes SRG1157 sections 1 and 4
Instructor completes SRG1157 sections 2 and 4

OR

Pilot completes SRG1107 sections 1 and 3
Instructor completes SRG1107 section 3.1

(Instructor and pilot keep copies of the SRG1157 / SRG1107)

7. Instructor emails completed SRG1157 / SRG1107 to licenceapplications@caa.co.uk

Important:

All 3 pages of the SRG1157 must be sent to the UK CAA

Both pages of SRG1107 must be sent to the UK CAA

The pilot must:

Complete the online form SRG3108 and upload the completed SRG1157 / SRG1107 and pilot licence showing the new expiry date. No fee payable to UK CAA

OR

If on e-licensing, log on to the UK CAA portal and update their rating expiry date

This is written on the online form SRG3108 ...

"Please note: you do not need to submit a separate rating application if you are also applying for a licence issue and the skill test was conducted on the same rating.

If you are a commercial licence holder and have previously used our e-Licensing system to make a licensing application, you should submit your rating application using e-Licensing rather than this online form, unless instructed otherwise."

8. Guidance on completing the SRG1157

Only the following sections/items need to be completed for a revalidation by experience

Section 1

Complete the pilot personal details

Tick box 'Revalidation by Experience'

Tick box 'Class Rating' enter SEP(Land) or TMG or SEP(Sea) on adjacent line as applicable

'Expiry of previous or current type/class rating' enter expiry date from licence

Pilot to sign and date this section

Section 2

'Revalidation by Experience of aeroplane class or classes' enter SEP(Land) or TMG or SEP(Sea) on adjacent line as applicable

'Expiry of new Type/Class Rating' enter new expiry date and tick the box to confirm you have signed the pilot licence

Note: The date of expiry shall be 24 months after the previous expiry date

Section 4

'Examiner's Name' enter instructor name

'Examiner's Number' enter instructor pilot licence number e.g. 123456H

'Authorising Competent Authority' enter UK CAA

Pilot and the instructor sign and date this section

Example of SRG1157

EXAMINERS REPORT - For Single Pilot Aeroplanes (SPA) Skill Test for Issue of Class and Type Ratings and Proficiency Checks for Revalidation and Renewal of Class, Type and Instrument Ratings, Revalidation by Experience of Class Ratings, excluding SP High Performance Complex Aeroplanes and Sea Class Ratings in accordance with Part-FCL. (European Commission Regulation (EU)No 1178/2011 as amended).



Complete clearly in BLOCK CAPITALS using black or dark blue ink.

FALSE REPRESENTATION STATEMENT
It is an offence under the UK Air Navigation Order to make, with intent to deceive, any false representation for the purpose of procuring the grant, issue, renewal or variation of any certificate, licence, approval, permission or other document. This offence is punishable on summary conviction by a fine, and on conviction on indictment with an unlimited fine or imprisonment or both.

1. APPLICANTS DETAILS To be completed by the Applicant

CAA Personal Reference Number:

Forename(s): Surname: Date of Birth :

Initial Issue Revalidation by Proficiency Check Revalidation by Experience or Renewal

Type Rating including variants..... including type specific IR

Class Rating :

Expiry of previous or current type/class rating:

Stand-alone Instrument Rating (IR/SPA): SE ME Revalidation Renewal

Expiry of previous or current IR/SPA:

I confirm that I have requested the above Skill Test or Proficiency Check or Revalidation by Experience.

Applicant's signature: Date:

2. EXAMINERS REPORT OF TEST OR CHECK To be completed by the Examiner

Date of Skill Test or Proficiency Check: Location:

Start time (Chocks): Finish time(Chocks): Total duration: (HH:MM)

Aircraft Type/Class including variants used: Aircraft Registration:

Identification Number of FSTD used:..... (to be in accordance with Commission Regulation (EU) 1178/2011 as retained (and amended in UK domestic law) under the European Union (Withdrawal) Act 2018

Competent Authority issuing qualification certificate for FSTD:

Result of Skill Test or Proficiency Check: Pass Partial Pass Fail (if fail or partial pass also complete SRG 2129)

Revalidation by Experience of aeroplane class or classes:

I confirm that the applicant has met the requirements of Part-FCL.740.A for Revalidation by experience:

Expiry of new Type/Class Rating: I have I have not endorsed the Certificate of Revalidation in the applicant's licence.(If not signed also complete SRG 1119).

Stand-alone Instrument Rating (IR/SPA): Pass Partial Pass Fail (if fail or partial pass also complete SRG 2129)

Expiry of new IR/SPA: SE ME

I have I have not* endorsed the Certificate of Revalidation in the applicant's licence (*if not signed also complete SRG 1119).

If cross-crediting is claimed for revalidation of the IR/SPA, state the other type/class rating for which an LPC including IR was completed and the expiry date of that rating: Type or Class Rating: Expiry of Rating:

3. PBN To be completed by the Examiner

I confirm that the applicant has been tested in PBN elements as relevant (Commission Regulation EU 1178/2011 as amended – Annex I, Appendix 7 and 9 Refers)

I confirm that this skill test/proficiency check did not include an RNP APCH and that the applicant has been advised that:

- the PBN privileges of their IR does not include an RNP APCH, and that
- this restriction can be lifted upon completing a proficiency check which includes an RNP APCH.

4. CONFIRMATION	To be completed by the Examiner							
I have found that the applicant's instruction and experience comply with Part-FCL and confirm that all the required manoeuvres and exercises have been completed and that the applicant's theoretical knowledge has been confirmed by verbal examination (where applicable) in accordance with Appendix 9 to Part-FCL.								
Examiner's Name:	Examiner's Number: <table border="1" style="display: inline-table; vertical-align: middle;"><tr><td style="width: 20px; height: 20px;"></td><td style="width: 20px; height: 20px;"></td><td style="width: 20px; height: 20px;"></td><td style="width: 20px; height: 20px;"></td><td style="width: 20px; height: 20px;"></td><td style="width: 20px; height: 20px;"></td><td style="width: 20px; height: 20px;"></td></tr></table>							
Authorising Competent Authority:								
Examiner's Signature:	Date:							
Non-UK Examiners - I have reviewed and applied the relevant national procedures and requirements of the UK CAA.								
UK CAA Examiner Designation Reference:								
Declaration of applicant - I declare that the information provided on this form is correct and I have been informed of the result of the Skill Test or Proficiency Check or Revalidation of the Class Rating(s) by Experience.								
Applicants signature:	Date:							

Notes:

1. If SEP (Land), SEP (Sea) and TMG have different expiry dates complete a separate SRG1157 for each
2. If pilot holds any combination of SEP (Land), SEP (Sea) or TMG with the same expiry date then use a single SRG1157 for the revalidations.

In section 1, ensure both ratings are entered on the line next to 'Class Rating' box

In section 2, ensure both ratings are entered on the line next to 'Revalidation by Experience of aeroplane class or classes'

9. Guidance on completing the SRG1107

Only the following sections/items need to be completed for a revalidation by experience

Section 1

Complete the pilot personal details

Tick box 'Type/Class Rating'

In box 'Date Training commenced:' enter N/A

In box 'Date Training commenced:' enter N/A

In box 'Aircraft Type/Class name (including variants)' enter SEP(Land), SEP(Sea) or TMG as applicable

Section 3

Tick box(s) 'SEP(Land) SEP(Sea) TMG' as applicable

Pilot to enter name, sign and date this section

Section 3.1

Instructor completes this section with reference to pilot's logbook

'Total Flight Time in 12 months preceding the expiry date of the rating:' enter whole number hours (min 12 hours)

'Total Flight Time as PIC in 12 months preceding the expiry date of the rating:' enter whole number of hours (min 6 hours)

'Date(s) of Training Flight with Instructor:' enter the date(s) from pilot logbook

'I have endorsed the rating on the Certificate of Revalidation and the new expiry date is:' enter the new expiry date

Note: The date of expiry shall be 24 months after the previous expiry date

'Competent Authority issuing UK FCL.945 Instructor/UK Examiner's Certificate' enter UK CAA

'UK FCL.945 Instructor/UK Examiner's Name:' enter the instructor's name

'UK FCL.945 Instructor/UK Examiner's Number:' enter the instructor's licence number

Instructor to sign and date this section

Example of SRG1107

Course Completion Certificate for issue, revalidation, renewal or variation of a Single or Multi-Pilot Type/Class Rating or the renewal of an Instrument Rating



This form is intended for use in the provision of evidence in support of an application made to the CAA using the CAA's online application service. Once completed the form should be scanned or photographed and uploaded by the applicant as part of an online application to the CAA.

FALSE REPRESENTATION STATEMENT
It is an offence under the UK Air Navigation Order to make, with intent to deceive, any false representation for the purpose of procuring the grant, issue, revalidation, renewal or variation of any certificate, licence, approval, permission or other document. This offence is punishable on summary conviction by a fine and on conviction on indictment with an unlimited fine or imprisonment or both.

1 COURSE/TRAINING COMPLETION CERTIFICATE To be completed by the Training Organisation
If a separate course completion certificate has not been provided

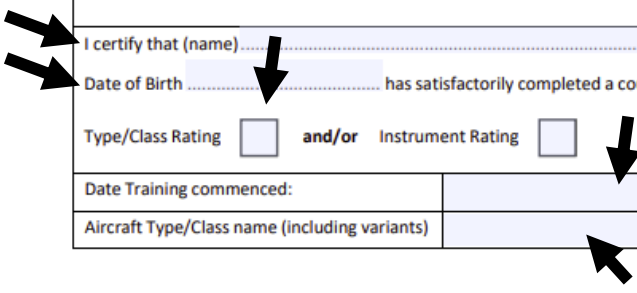
I certify that (name).....CAA Personal reference number (if known):

Date of Birth has satisfactorily completed a course of training in accordance with Part-FCL for the following:

Type/Class Rating [] and/or Instrument Rating []

Date Training commenced: Date Training completed:

Aircraft Type/Class name (including variants)



3 NOTIFICATION OF REVALIDATION (if applicable)		To be completed by the Applicant
I am notifying the CAA of the Revalidation by Experience of: SEP (land) <input type="checkbox"/> SEP (sea) <input type="checkbox"/> TMG <input type="checkbox"/>		
I declare that the information provided on this form is correct and I have fully reviewed all guidance notes.		
Applicants name:		Signature: Date:
3.1 NOTIFICATION OF REVALIDATION – CONFIRMATION OF FLIGHT EXPERIENCE		To be completed by the UK FCL.945 Instructor/UK Examiner
I certify that I have examined the applicant’s logbook(s) and the entries in them meet in full the requirements to revalidation by experience.		
Total Flight Time in 12 months preceding the expiry date of the rating: Hours.		
Total Flight Time as PIC in 12 months preceding the expiry date of the rating: Hours.		
Date(s) of Training Flight with Instructor:		
I have endorsed the rating on the Certificate of Revalidation and the new expiry date is:		
Competent Authority issuing UK FCL.945 Instructor/UK Examiner’s Certificate:		
UK FCL.945 Instructor/UK Examiner’s Name:		
UK FCL.945 Instructor/UK Examiner’s Number:		
UK FCL.945 Instructor/UK Examiner’s Signature:		Date:
PLEASE REFER TO FALSE REPRESENTATION STATEMENT ON PAGE 1		

Notes:

1. If SEP (Land), SEP (Sea) and TMG have different expiry dates complete a separate SRG1107 for each
2. If pilot holds any combination of SEP (Land), SEP (Sea) or TMG with the same expiry date then use a single SRG1107 for the revalidations.

Licence entry and signature

XII - CERTIFICATE OF REVALIDATION

Rating	Date of Rating Test	Date of IR Test	Valid Until	Examiner’s Certificate Number	Examiner’s Signature
SEP (land)	N/A	N/A	31/12/2015	123456H	A Instructor
SEP (land)	N/A	N/A	31/12/2017	123456H	A Instructor

Instructor to complete pilot licence entry as shown in example above (see blue entry)

Important: No entries allowed outside the certificate boxes

The date of expiry shall be 24 months after the previous expiry date

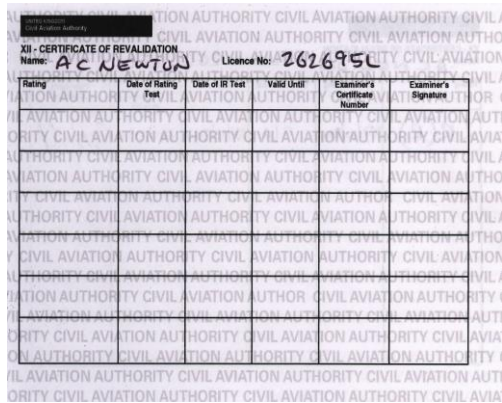
If there are no free boxes see FAQs for procedure

Frequently Asked Questions (FAQ)

What to do if?

- On inspection of a pilot's licence, you notice the rating pages are full

DO NOT make an entry into the licence in any other position. Contact UK CAA (fclweb@caa.co.uk) for a new 'certificate of revalidation' page



Example of a new ratings page

Enter pilot's name and licence number on top of page before completing

- The refresher training brings into question applicants flying skill

It is not a test it is refresher training - so train! If at the end of the refresher training the pilot's performance is, in your opinion, unsatisfactory. Unfortunately, there is nothing in the regulations that allows for this. The suggested logbook entry discussed previously in these notes does not imply any performance criteria so you would still be able to make the entry without fear of retribution. However, if you still do not want to complete the revalidation procedure yourself you can pass it on to an examiner

- After the refresher training the applicant still has to complete some/all of the other revalidation requirements of FCL.740.A(b)(1)(ii)

The applicant can return to the same instructor once outstanding items are completed. The instructor can then complete the process

OR

The pilot may go to an examiner

OR

If more than one instructor completed the refresher training over a number of flights the pilot may approach any of those instructors who have FCL.945 to complete the process (normally this would be the last instructor who flew with the pilot)

Important: An instructor with FCL.945 who has not flown with the pilot as part of the revalidation **CAN NOT** complete the process

- On inspection of the pilot's licence, you notice the rating is on the back of the licence

You **CAN NOT** revalidate a rating that is on the back of the licence

Only an examiner can renew a rating that is on the back of the licence

Note: This page does not form part of the licence

Ratings previously held by holder
Licence Number GBR.FCL.PP.123456F.A
Last and first name of holder BLOGGS, Joe Paul
Class/Type/IR
TMG
SEP (Land)

INTENTIONALLY BLANK

Back of pilot licence

GBR.FCL.PP.123456F.A Page 8 of 16 11/12/2019 GBR.FCL.PP.123456F.A Page 10 of 16

- On inspection of the pilot's licence, you notice the rating has expired

You **CAN NOT** revalidate an expired rating

Only an examiner can renew an expired rating

- Applicant did not complete the refresher training with you

You **CAN NOT** revalidate rating

An examiner can complete the revalidation

OR

The instructor who conducted the refresher training may revalidate the rating if they hold FCL.945 privileges

- The previous entry shows a 'valid until' date that is not at the end of the month

Complete the revalidation within the indicated validity period (see black entry) e.g. before 3/1/2014

Enter correct 'valid until' date of the new rating e.g. 24 months from previous expiry date adjusted to the end of the month (see blue entry)

XII - CERTIFICATE OF REVALIDATION

Rating	Date of Rating Test	Date of IR Test	Valid Until	Examiner's Certificate Number	Examiner's Signature
SEP (land)	N/A	N/A	3/1/2014	123456H	A Instructor
SEP (land)	N/A	N/A	31/1/2016	123456H	A Instructor

- I am an FI (Restricted). Can I still complete the refresher training under FCL.945?

Yes, in accordance with FCL.910.FI(a)(3)

You have to be supervised whilst conducting the refresher training in accordance with FCL.910.FI(a)

- I am an FI (Restricted) can I apply to the National Aviation Authority for FCL.945 privileges?

Yes

If the pilot holds both TMG and SEP (Land) Class Ratings, how do I make the entry into the licence?

Make a separate entry for each class rating on a separate line (see example below)

XII - CERTIFICATE OF REVALIDATION

Rating	Date of Rating Test	Date of IR Test	Valid Until	Examiner's Certificate Number	Examiner's Signature
SEP(land)	N/A	N/A	31/12/2024	123456H	A Instructor
TMG	N/A	N/A	31/12/2024	123456H	A Instructor
SEP(land)	N/A	N/A	31/12/2026	123456H	A Instructor
TMG	N/A	N/A	31/12/2026	123456H	A Instructor

- Can the holder of FCL.945 privileges revalidate national ratings e.g. SSEA, microlight, SLMG, etc?

No. The FCL.945 privilege can only be used to revalidate SEP and TMG ratings on a Part FCL or UK national licence

- The pilot has flown a training flight with the instructor in a Beech Duchess. Can this be used as part of the revalidation?

No. The pilot must fly the training flight with the instructor in an SEP or TMG for it to count for the revalidation

- The pilot has flown a Proficiency Check in another class or type of aeroplane. Can this count towards the revalidation?

Yes. Only an examiner, not an instructor with FCL.945, can revalidate the pilot's SEP or TMG in this case

For the instructor with FCL.945 to be able to revalidate the SEP or TMG the pilot and the instructor must fly together on the refresher training

- I have made a mistake when entering the details on the pilot's licence. What shall I do?

DO NOT cross it out. **DO NOT** use correction fluid/tape. Simply leave the entry and make a new entry. If there is no more space on the licence **DO NOT** make an entry in any other position on the licence. Contact UK CAA (fclweb@caa.co.uk) for a new 'certificate of revalidation' page (see FAQ at top of page 13)

- How do I revalidate a SEP or SSEA on a UK National Licence or UK NPPL?

Only UK examiners can do this

Apply to the UK CAA for a UK 'R' (Revalidation) examiner certificate

Use form SRG1128, the 'R' examiner certificate is FREE

No training course or assessment required to gain 'R' examiner

IMPORTANT

- No need to have flown with the pilot before revalidation
- **CAN NOT** conduct renewals
- **CAN NOT** revalidate ratings on Part FCL licences
- Privileges are written on the 'R' examiner certificate

**THE AIR NAVIGATION ORDER 2016
EXAMINER AUTHORISATION**



LIGHT AIRCRAFT ASSOCIATION COACHES – “R” EXAMINER AUTHORISATION

1. **THE CIVIL AVIATION AUTHORITY** under Article 269 of the Air Navigation Order 2016 (the Order) hereby authorises for the purpose of Schedule 8, Part 3, Chapter 1, paragraph 3 of the Order, each pilot listed in Schedule hereto, hereinafter called the "Authorised Examiner", to sign Certificates of Revalidation for the revalidation of a class rating where that revalidation is achieved by satisfying the experience requirements (as opposed to passing a proficiency test) specified for the revalidation of that class rating.
2. An Authorised Examiner is **NOT** permitted to sign a certificate for the revalidation of any class rating that forms part of their own licence.
3. An Authorised Examiner is only permitted to sign a Certificate of Revalidation for
 - a. Simple Single Engine Aeroplane (SSEA),
 - b. Self Launching Motor Glider (SLMG),
 - c. Microlight Aeroplane Rating,
 - d. Single-Engine Piston (SEP), and
 - e. Touring Motor Gliders (TMG).

When the class rating is endorsed on a licence issued under the Order. This authorisation does not include the revalidation of a class rating endorsed on a Part-FCL licence.

4. This authorisation shall have effect from this date hereof unless previously amended, revoked or suspended until and including 31 March 2024.

Signed: 
for and on behalf of the
Civil Aviation Authority

Date: 11 April 2023

Authorisation Number ISP-A00042

LIGHT AIRCRAFT ASSOCIATION COACHES
– “R” EXAMINER AUTHORISATION 2023/2024

Example of a
'R' Revalidation
Examiner
Certificate

- Can I use my N registered aeroplane for the dual refresher training flight?

Yes. In UK airspace by the holder of an appropriate UK instructor / examiner certificate in accordance with FAA regulation 14 CFR 61.3 and UK ANO Article 148.

When using a non-Part 21 aircraft, DTO.GEN.240 and ORA.ATO.135 and associated AMCs still apply.

Remunerated training of an owner or part-owner is permitted. Where non-owners are being trained or tested, an ANO Article 250 permission may be required.

We hope these notes have explained your obligations under FCL.945

Contact Information:

On-Track Aviation Limited (Monday - Friday, 0900-1700 local time)

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Website: www.ontrackaviation.com

Email: info@ontrackaviation.com