

Rules of the Air (from: <https://www.legislation.gov.uk/uksi/2015/840/contents/made>)

NPPL / UK PPL: ANO 2016 (from: <https://www.legislation.gov.uk/uksi/2016/765/contents>)

SPL: Sailplanes Rulebook (from: <https://regulatorylibrary.caa.co.uk/2018-1976-pdf/PDF.pdf>)

FCL PPL: UK Aircrew Regulation (UK): (from: <https://regulatorylibrary.caa.co.uk/1178-2011-pdf/PDF.pdf>)

## **LAPL(A): (UK Aircrew Regulation)**

### **FCL.140.A LAPL(A) — Recency requirements**

- (a) Holders of a LAPL(A) shall exercise the privileges of their licence only if in the last 2 years they have met any of the following conditions as pilots of aeroplanes or TMGs:
- (1) they have completed at least 12 hours of flight time as PIC or flying dual or solo under the supervision of an instructor, including:
    - 12 take-offs and landings;
    - refresher training of at least 1 hour of total flight time with an instructor;
  - (2) they have passed a LAPL(A) proficiency check with an examiner. The proficiency check programme shall be based on the skill test for the LAPL(A);
- (b) If holders of a LAPL(A) hold both a SEP(land) and a SEP(sea) privilege, they may comply with the requirements in point (a)(1) in either class or a combination thereof which shall be valid for both privileges. For this purpose, at least 1 hour of the required flight time and 6 out of the required 12 take-offs and landings shall be completed in each class.

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

CAA ORS9 Decision No. 1

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 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.

## SPL: (Sailplanes Rulebook):

### SFCL.160 SPL – Recency requirements

- (a) Sailplanes, excluding TMGs SPL holders shall exercise SPL privileges, excluding TMGs, only ...
- (b) TMGs SPL holders shall exercise their TMG privileges only if in the last 24 months before the planned flight they:
  - (1) completed at least 12 hours of flight time as PIC or flying dual or solo under the supervision of an FI(S), including, on TMGs, at least:
    - (i) six hours flight time;
    - (ii) 12 take-offs and landings; and
    - (iii) a training flight of at least one hour total flight time with an instructor; or
  - (2) passed a proficiency check with an examiner...
- (c) **SPL holders with privileges to fly on TMGs who also hold a licence including the privileges to fly on TMGs in accordance with the provisions of Annex I (Part-FCL) to Regulation (EU) No 1178/2011 shall be exempted from complying with paragraph (b)**
- (d) The completion of the dual flights, the flights under supervision and the training flights as specified in paragraphs (a)(1) and (b)(1), as well as the proficiency checks as specified in paragraph (a)(2) and (b)(2) shall be entered in the logbook of the pilot and signed by the responsible FI(S) in the case of paragraphs (a)(1) and (b)(1), and by the responsible FE(S) in the case of paragraphs (a)(2) and (b)(2).
- (e) Carriage of passengers SPL holders shall carry passengers only if in the preceding 90 days they have carried out as PIC, at least:
  - (1) three launches in sailplanes, excluding TMGs, ...; or
  - (2) three take-offs and landings in TMGs, if passengers are to be carried in a TMG. For carrying passengers at night in a TMG, at least one of those take-offs and landings shall be carried out at night.

### AMC1 SFCL.160 SPL – Recency requirements

CAA ORS9 Decision No. 1

#### **CREDITS FOR FLIGHT TIME COMPLETED ON SAILPLANES AS PER ARTICLE 2 (8) OF AS WELL AS ANNEX I TO THE UK BASIC REGULATION**

All hours flown on sailplanes that are subject to a decision as per Article 2(8) of the UK Basic Regulation or that are specified in Annex I to the UK Basic Regulation should count in full towards fulfilling the hourly requirements of point SFCL.160 of Part-SFCL under the following conditions:

- (a) the sailplane matches the definition and criteria of the respective Part-SFCL sailplane or TMG, as applicable;
- (b) a sailplane that is used for a training flight with an instructor is an aircraft as per points (a), (b), (c) or (d) of Annex I to the UK Basic Regulation that is subject to an authorisation specified in point ORA.ATO.135 of Annex VII (Part-ORA) or point DTO.GEN.240 of Annex VIII (Part-DTO) to UK Regulation (EU) No 1178/2011.

### AMC1 SFCL.160(a)(1)(ii) SPL – Recency requirements

CAA ORS9 Decision No. 1

#### **TRAINING FLIGHTS**

- (a) The content of the two training flights, as stipulated in point SFCL.160(a)(1) (ii), should include elements from the skill test for the SPL, as set out in AMC1 SFCL.145, selected by the instructor in accordance with point (b).
- (b) Each training flight should be preceded with a briefing and closed with a debriefing between the instructor and the candidate. In order to add value to the training flight, any element of flying a sailplane where candidates feel they would benefit from instruction should be discussed. The flight should then be focused on those specific elements with an instructor demonstration prior to candidate practice being performed.
- (c) If the instructor considers that the candidate during the training flight did not perform to an adequate standard, they should not sign the logbook of the candidate but recommend further training flights instead.
- (d) The 24-month period should be counted from the last day of the month in which the respective training flight took place.

## **FCL PPL(A): (UK Aircrew Regulation)**

### **FCL.740.A Revalidation of class and type ratings — aeroplanes**

- (a) Revalidation of multi-engine class ratings and type ratings...
- (b) Revalidation of single-pilot single-engine class ratings.
  - (1) Single-engine piston aeroplane class ratings and TMG class ratings. For the revalidation of single-pilot single-engine piston aeroplane class ratings or TMG class ratings, the applicants 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.
  - (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.
  - (3) Single-pilot single-engine turbo-prop aeroplanes...
  - (4) When applicants hold both a single-engine piston aeroplane-land class rating and a single-engine piston aeroplane-sea class rating...
  - (5) The proficiency check for the revalidation of a single-pilot single-engine aeroplane class rating may be combined with the proficiency check for the revalidation of a BIR, in accordance with point FCL.835(g)(8).
- (c) Applicants who fail to achieve a pass in all sections of a proficiency check before the expiry date of a class or type rating shall not exercise the privileges of that rating until a pass in the proficiency check has been achieved.

### **AMC1 FCL.740.A(b)(1)(ii) Revalidation of class and type ratings**

CAA ORS9 Decision No. 1

#### **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.

**UK PPL(A): (ANO 2016)**

**NPPL: (ANO 2016)**

## **Passenger Carrying**

### **SCHEDULE 8: Part 1: Chapter 1**

#### **Recent experience condition**

- (1) In this Part, a reference to the “recent experience condition” in the privileges for aeroplane, helicopter and gyroplane licences is to the condition set out in this paragraph.
- (2) The condition is that the holder of a licence must not operate an aircraft carrying passengers—
  - (a) as pilot in command or co-pilot unless the holder has carried out, in the preceding 90 days, at least three take offs, approaches and landings as the sole manipulator of the controls of an aircraft of the same type or class or a full flight simulator representing that type or class; and
  - (b) as pilot in command at night unless the holder—
    - (i) has carried out in the preceding 90 days at least one take-off, approach and landing at night as the sole manipulator of the controls of an aircraft of the same type or class or a full flight simulator representing that type or class; or
    - (ii) holds an instrument rating.

#### **Exception to the recent experience condition**

- (1) In this Part, a reference to the “recent experience exception” in the privileges for aeroplane and helicopter private pilot's licences is to the condition set out in this paragraph.
- (2) The condition is that—
  - (a) the intended flight will carry a single passenger who is also qualified to act as pilot in command on that flight; and
  - (b) the holder of the licence has informed the intended passenger that the holder does not meet the recent experience condition.

# UK PPL(A): (ANO 2016): SCHEDULE 8: Part 3: Chapter 1

## Validity, revalidation and renewal of certificates and ratings

- (1) The ratings and certificates listed in column 1 of the following tables—
  - (a) have the validity listed in the corresponding entry in column 2;
  - (b) are revalidated in accordance with the corresponding entry in column 3; and
  - (c) are renewed in accordance with the corresponding entry in column 4.
- (2) For the purposes of paragraph 1(1)(a)—
  - (a) ratings and certificates are valid from the date of issue until the end of the period specified in column 2 after the end of the month in which the rating or certificate was issued;
  - (b) as regards revalidation the rating and certificate are valid from the end of the period in paragraph (a) for the period specified in column 2
    - (i) in relation to any rating or certificate that may be revalidated by meeting flight or instruction experience requirements, provided those experience requirements have been met; or
    - (ii) subject to sub-paragraph (2A), in relation to any other rating or certificate, provided that the rating or certificate is revalidated within the period of three months preceding the end of the period in paragraph (a); and
  - (c) as regards renewal, the new rating or certificate is valid from the date of issue until the end of the period specified in column 2 after the end of the month in which the rating or certificate was renewed.
- (2A) Where a rating or certificate is revalidated by a proficiency check prior to the last 3 months of the period specified in column 2, the period specified in column 2 commences from the end of the month in which the revalidation occurred.
- (3) For the purposes of paragraphs 1(1)(b) and (c), a reference in the following tables to
  - (a) a paragraph of Part-FCL is a reference to the applicant needing to complete the requirements specified in that paragraph; and
  - (b) completing training or passing a proficiency check are references to the applicant needing to take the specified action.

**Table 1**  
**Ratings for Aeroplanes**

Column 1 Rating	Column 2 Validity	Column 3 Revalidation	Column 4 Renewal
Single-engine piston (SEP) class rating (land), TMG and SLMG rating	24 months	FCL.740.A (b)(1) and (4) of Part-FCL, provided a SEP aeroplane with three axis control system is used. Where both a SEP (land) and a TMG or SLMG rating are held, the requirements may be completed in either class and achieve revalidation of both ratings.	(a) complete such training as the CAA may require; and (b) pass the appropriate proficiency check in accordance with Appendix 9 to Part-FCL.

## FCL.740.A Revalidation of class and type ratings — aeroplanes (UK Aircrew Regulation)

- (b) Revalidation of single-pilot single-engine class ratings.
  - (1) Single-engine piston aeroplane class ratings and TMG class ratings. For the revalidation of single-pilot single-engine piston aeroplane class ratings or TMG class ratings, the applicants 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.

## NPPL: (ANO 2016): SCHEDULE 8: Part 3: Chapter 2

Requirement for a Certificate of Revalidation to maintain the validity of, or renew, a rating specified in Chapter 2 or 3 of Part 2

**Table A – Requirements for issue of a certificate of revalidation for an aeroplane class rating included in Chapter 2 of Part 2**

	Circumstances	Requirements
2	There is a current valid certificate of revalidation for the rating	The holder of the licence has— (a) passed a NPPL General Skill Test with the authorised examiner signing the certificate in an aeroplane of the class for which the certificate of revalidation is sought; or (b) produced their personal flying log book to the authorised person signing the certificate and satisfied the authorised person that the holder satisfied the experience requirements specified in Table B

**Table B – Experience requirements for issue of certificate of revalidation in accordance with paragraph 2(b) of Table A**

	Circumstances	Requirements
1	Where one aeroplane class rating is held	(a) The holder has, as a pilot, in an aeroplane specified in the aeroplane class rating and within the period of validity of the current certificate of revalidation for the rating (i) flown at least 12 hours which includes at least 8 hours as pilot in command; (ii) completed at least 12 take-offs and 12 landings; (iii) subject to sub-paragraph (b), undertaken at least one hour of flying training with an instructor entitled to give instruction on aeroplanes of that class; and (iv) flown at least six hours in the 12 months preceding the specified date. (b) If the holder has not undertaken the flying training specified in paragraph 1(a)(iii) a certificate of revalidation may be issued but must be endorsed “single seat only”.
2	Where two or three aeroplane class ratings are held	(a) The holder has, as a pilot, within the period of validity of the current certificate of revalidation for each rating (i) flown a total of at least 12 hours in an aeroplane coming within any of the aeroplane class ratings which are held which includes at least a total of eight hours as pilot in command; (ii) completed not less than 12 take-offs and 12 landings in an aeroplane coming within any of the aeroplane class ratings which are held; (iii) subject to sub-paragraph (b), in an aeroplane coming within each of the aeroplane class ratings which are to be revalidated, either (aa) flown at least one hour as pilot in command; or (bb) undertaken at least one hour of flying training with an instructor entitled to give instruction on aeroplanes of that class; (iv) subject to sub-paragraph (b), undertaken at least one hour of flying training in aeroplanes coming within any of the aeroplane class ratings which are held, with instructors entitled to give instruction on aeroplanes of those classes; and (v) flown at least six hours in the 12 months preceding the specified date in an aeroplane coming within any of the aeroplane class ratings which are held. (b) If the holder has flown at least one hour as pilot in command as specified in paragraph 2(a)(iii)(aa) but has not undertaken the flying training specified in paragraph 2(a)(iv) a certificate of revalidation may be issued but must be endorsed “single seat only”.

If the rating has not expired, 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