

RENEWING/REVALIDATING RATINGS

There seems to be a bit of confusion about what is required when a rating is due for renewal or has lapsed. The following guidelines are intended to clarify the requirements and ensure that the correct paperwork is used.

Two terms are used – Revalidation and Renewal. If the rating has not lapsed it may be revalidated at any time prior to the date of expiry. However, if it is revalidated by proficiency check more than three months in advance of the expiry date, the date of the proficiency check will be taken as the start date of the rating. The best option is to do it within the three months prior to the expiry date in which case the rating will be valid for the appropriate period with effect from the original expiry date. Please note that under EASA rules the expiry date of a rating is the end of the month in which it was gained, revalidated or renewed.

If a rating has lapsed then it has to be renewed. This will invariably require a Proficiency Check to be carried out by a suitably qualified examiner but may also require some refresher training (see overleaf).

The two most common ratings at PFC seem to be the SE Class Rating and the IMC/IRR Rating. The next pages show the regulatory requirements for both types covering both Revalidation and Renewal.

With one exception all the forms mentioned here can be downloaded from the CAA website. The exception is SRG 1176 for the IMC/IRR Rating. For this it will be necessary to access it through Google.

If the rating is printed on the back of the licence as a rating previously held, the licence must be returned to the CAA along with completed forms SRG 1119C, SRG 1119D and SRG 2199. The examiner may issue a Temporary Certificate (SRG 1100) which will be valid for eight weeks from the date of the Proficiency Check.

Copies of the forms mentioned are displayed in the club but please DO NOT photocopy them as sooner or later you will be attempting to use out of date forms. Please be aware that forms should be printed back to back.

In order to avoid any potential embarrassment, please note that Revalidations by Experience are free. However, whenever a Proficiency Check is needed the fee to the examiner is £80.

SE Class Rating

Revalidation	Renewal
<p>This can either be done by experience or by a Proficiency Check with either a Flight Examiner (FE) or Class Rating Examiner (CRE).</p> <p>Revalidation by Experience</p> <p>When to do it.</p> <p>It can be done at any time within the 12 months prior to the expiry date provided that the requirements have been met.</p> <p>Requirements</p> <p>You must have flown a minimum of 12 hours during the preceding 12 months including 6 hours PIC, 12 take-offs and landings and dual flight with either a Flight Instructor (FI) or Class rating Instructor (CRI).</p> <p>Form Used</p> <p>The form used in this case is SRG 1119E</p> <p>Revalidation by Proficiency Check</p> <p>When to do it.</p> <p>Ideally within the three months prior to the expiry date.</p> <p>Requirements</p> <p>Carry out a Proficiency Check flight with an FI or CRI except Sections 3B and 6. Details of the flight profile are on the back of form SRG 1157.</p> <p>Form(s) Used</p> <p>The form used in this case is usually just SRG 1157 which merely needs to be sent to the CAA. However, if there is any licensing action needed by the CAA then the correct forms are SRG 1119B and SRG 2199.</p> <p>In both cases the examiner can sign the ratings page of the licence provided it appears in Section XII of the licence. An FI can sign the revalidation in the licence and SRG 1157 providing he was the FI that completed the check flight and he has the privileges of FCL 945 in his licence.</p>	<p>This must be done whenever the rating has lapsed. However, it can be complicated due to the need for some refresher training, the amount of which depends on how long the rating has lapsed.</p> <p>CAA Standards Document 14 stipulates the amount of refresher training needed and is summarised as follows:-</p> <p style="padding-left: 40px;">Less than 3 months – Nil >3 months but < 1 year – min 2 flights >1 year but < 3 years – min 3 flights >3 years – training required for the initial issue</p> <p>This flying must be done prior to the Proficiency Check.</p> <p>Requirements</p> <p>Carry out a Proficiency Check flight with an FI or CRI except Sections 3B and 6. Details of the flight profile are on the back of form SRG 1157. However, if 10 route sectors have been flown in the preceding 12 months Section 3A is not required.</p> <p>Forms Used</p> <p>SRG 1119D. Please note that this has to be signed by the Head of Training so make sure it is done before attempting the Proficiency Check. It is still required even if no refresher training was deemed necessary.</p> <p>SRG 1157 if no action is required by the CAA.</p> <p>SRG 1119C and SRG 2199 if CAA action is needed</p> <p>If the rating has lapsed by not more than three years the examiner can sign the ratings page provided it appears in Section XII of the licence. If more than three years then he cannot and the necessary paperwork will have to be submitted to the CAA</p>

Please note that in all cases it is up to you to send the appropriate paperwork to the CAA along with any fees.

IMC/IRR Rating

In all cases it can only be done by a Proficiency Check.

Revalidation	Renewal
<p>When</p> <p>At any time within the three months prior to the expiry of the rating.</p>	<p>When</p> <p>This must be done whenever the rating has lapsed. However, it can be complicated due to the need for some refresher training, the amount of which depends on how long the rating has lapsed.</p> <p>Standards Document 14 stipulates the amount of refresher training needed and is summarised as follows:-</p> <ul style="list-style-type: none">Less than 3 months – Nil>3 months but < 1 year – min 2 flights>1 year but < 3 years – min 3 flights> 3 years – training required for the initial issue <p>This flying must be done prior to the Proficiency Check and SRG 1119D signed by the Head of Training.</p>
<p>Requirements</p> <p>Carry out a Proficiency Check flight with an IRR or IRE except Section 6. Details of the flight profile are on the back of form SRG 1176.</p> <p>Form Used</p> <p>SRG 1176 plus SRG 1119D if the rating has lapsed.</p>	

Please note than in all cases it is up to you to send the appropriate paperwork to the CAA along with any fees.