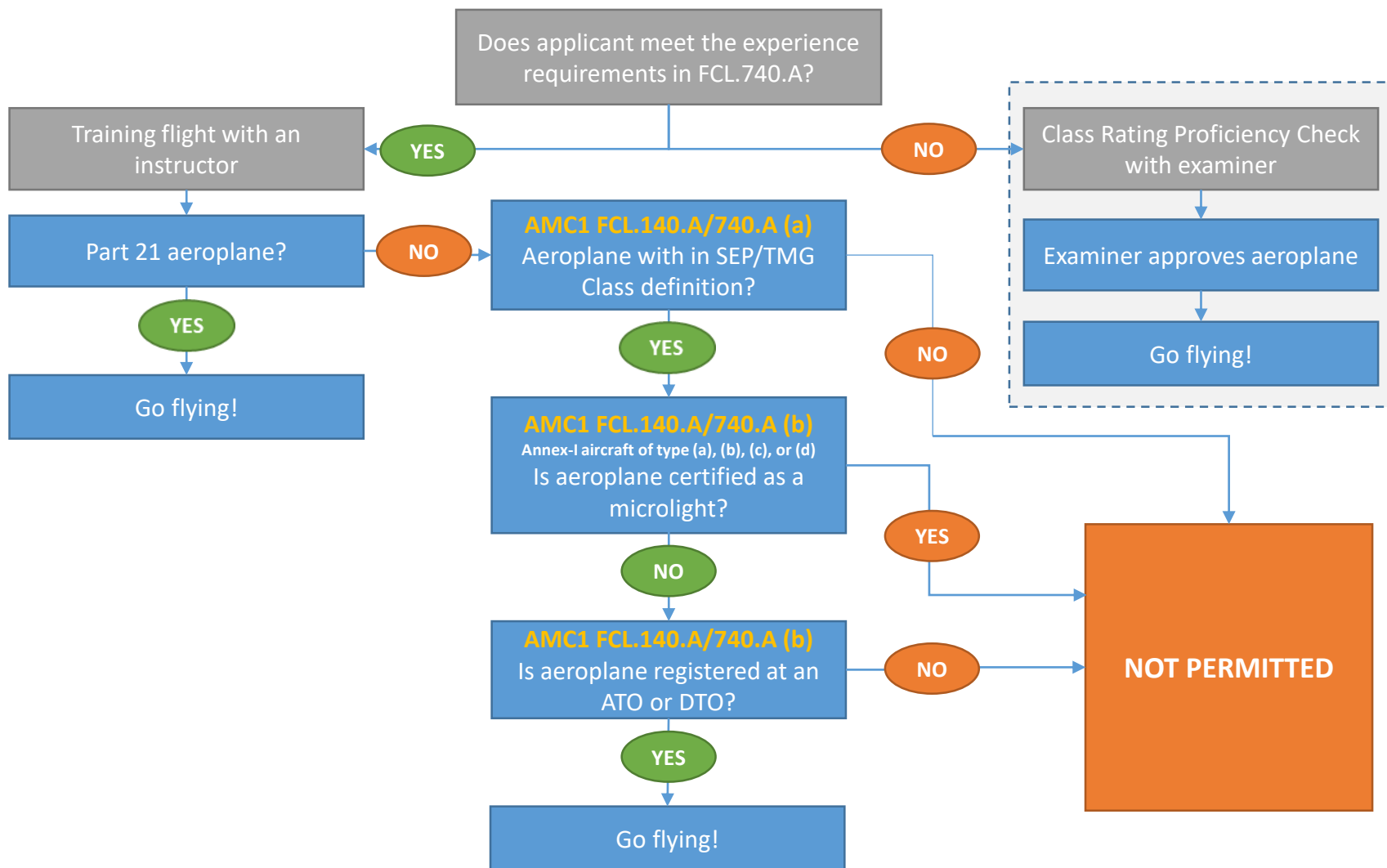


SEP/TMG Class Rating Revalidation

Use of Part 21 / non-Part 21 aeroplanes



UK Part-FCL extract: AMC1 FCL.140.A & FCL.740.A

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

ED Decision 2020/005/R

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.

NOTES TO INSTRUCTORS & EXAMINERS

1. AMC1 FCL.140.A / FCL.740.A extract above can be found in the LAPL(A) section of the regulation
2. Annex I aircraft under EASA are now described in UK Part-FCL as **non-Part 21 aircraft**
3. Requirements regarding non-Part 21 aircraft also applies to refresher training flight for LAPL(A) recency
4. FCL.140.A/FCL.740.A: 'Training flight with an instructor' **does not** need to be carried out under the auspices of an ATO/DTO: instructor should check the aircraft is registered at an ATO/DTO
5. LAA Permit to Fly aeroplanes may already be registered with the Light Aircraft Association Declared Training Organisation; check with LAA Head of Training