

Revalidation

Please note that there is a difference between revalidation of a rating and the renewal of a rating. You can only revalidate a rating that has not expired. If the rating has expired then it will need renewal (renewed anew!). This may require more time and cost. Keep a keen eye on your ratings and make sure you revalidate them well ahead of their expiry date. Most ratings can be revalidated several months ahead of their expiry without losing any time.

Single-Pilot Aeroplane

Validity

An SEP (Land) rating is valid for 24 months plus the balance up to the end of the calendar month.

Passengers

Please remember that to carry passengers, you must have completed at least 3 take-offs and 3 landings in the last 90 days on class as the sole manipulator of the controls.

Revalidation

An SEP (Land) rating may be revalidated by passing a Practical Skill Test (PST) with a Flight Examiner (FE) within the three months preceding the expiry date of the rating without loss of validity period. Alternatively, the rating may be revalidated by flying experience by producing logbook evidence to an FCL945 endorsed FI or CRI having completed the following within the 12 calendar months preceding the expiry date of the rating;

- 12 hours of flight time.
- 6 hours as pilot-in-command.
- 12 take-offs and landings.

Training flights totalling at least 1 hour with an FI or CRI who must endorse the logbook. Multiple entries are acceptable with the last entry by the FCL945 endorsed instructor being the same person signing the revalidation page within the 12 months prior to rating expiry. The validity of the revalidated rating shall be calculated from the date of expiry of the preceding rating. A PST or AOC in any other Class or Type of aeroplane shall exempt the applicant from this requirement.

Renewal

Should your SEP (Land) rating expire then you will need to talk to an ATO/DTO Head of Training to determine your training requirements. On completion of the training a completion certificate SRG 1107 will be issued prior to being recommended for a PST.

Instrument Meteorological Conditions (IMC) Rating or IR(R)

Validity

An IMC rating is valid for 25 months.

Revalidation

The IMC Rating will be revalidated by Skill Test and will comprise of the following items:

(B) Limited Panel Instrument Flying. (i.e. assuming failure of the gyroscopic pitch and bank indicator and the gyroscopic direction indicator): Straight and level flight, climbing and descending, turns onto given headings, recovery from unusual attitudes.

(D) Let-down and Approach Procedures. Let down and approach to Decision Height, and missed approach procedure using a pilot-interpreted aid, carry out a recognised instrument approach procedure to decision height, thence the appropriate go-around and missed approach procedure.

(E) Bad weather Circuits. Bad weather circuit and landing following item (b), position the aircraft in the circuit at the direction of the Examiner, to carry out a visual bad weather circuit and landing under specified simulated weather conditions.

The type of approach aid used must be entered in the logbook. The candidate is also to show logbook evidence that in the period between initial and/or revalidation flight tests, he has successfully completed a let-down and approach to DH/MDH, a go-around and a missed approach procedure, using an aid of a different type from that used during item (b) of the test. This shall be accomplished to the satisfaction of an instructor qualified to give instrument flying instruction. Alternatively, the candidate may carry out two approach procedures using different aids during the flight test.

Renewal

If you allow your IMC rating to lapse you will need to speak to an Examiner to ascertain what you require to renew before taking a rating skill test.

Night Rating / Night Qualification

Validity

Night Ratings and Night Qualifications are now valid for the life of your licence.

Passengers

To be able to carry passengers at night you need to have 3 take-offs and 3 landings in the last 90 days on class as the sole manipulator of the controls. One of these take-offs and landings must be at night.