



Issued: 25 April 2017

Third Country Licences Holders Assessment of Knowledge

This Information Notice contains information that is for guidance and/or awareness.

Recipients are asked to ensure that this Information Notice is copied to all members of their staff who may have an interest in the information (including any 'in-house' or contracted maintenance organisations and relevant outside contractors).

Applicability:	
Aerodromes:	Not primarily affected
Air Traffic:	Not primarily affected
Airspace:	Not primarily affected
Airworthiness:	Not primarily affected
Flight Operations:	All Training Providers and Fly for Hire Organisations
Licensed/Unlicensed Personnel:	All Examiners

1 Introduction

1.1 The purpose of this Information Notice (IN) is to advise on the policy regarding confirmation of acquired theoretical knowledge for Third Country Licence holders wishing to be issued with a validation of their ICAO licence by the Civil Aviation Authority restricted to private privileges only. Except in the case of FAA licence holders, all other requirements of Part-FCL Annex III applicable to Third Country Licence holders must be satisfied.

2 Demonstration of Acquired Knowledge: Non-FAA Third Country Licence Holders

2.1 Individuals requiring a validation of their Third Country Licence to conduct non-commercial operations, with or without an instrument rating, must show relevant knowledge in the following subjects:

- Air law; and
- Human performance.

These subjects can be completed as written examinations, using the current PPL Theoretical Knowledge examinations, or as oral examinations with a Part-FCL examiner.

If assessment is by oral examination, examiners should consider covering the following areas:

Air Law

- a) Aircraft documents to be carried
- b) Altitude/height/transition altitude: definitions and appropriate altimeter settings
- c) Questions on UK chart interpretation: In particular MSA/airspace types/ATZ/Danger Area/prohibited/restricted airspace etc
- d) Holders Pilot licence privileges in UK
- e) Any Rules of Air questions - SERA changes
- f) UK Accident/incident/occurrence reporting requirements
- g) Illness/injury-reporting/stop flying requirements/return to flying
- h) PIC with passengers requirements: take off/landings etc
- i) Transponder codes: key codes
- j) UK Air traffic Services and ATSOAS: Service types and what they mean
- k) Position reporting

Human Performance

- a) Alcohol and flying: UK limits and how to manage
- b) Common illness, self-medication and flying: risks
- c) Stress and fatigue: risks and mitigations
- d) Spatial disorientation: how to identify and manage
- e) Avoiding and managing errors: cockpit management

Both the above lists are guidance and are not fully comprehensive.

- 2.2 The validation issued on the basis of the above confirmed knowledge will permit the individual to exercise Day Visual Flight Rules privileges only.

3 Demonstration of Acquired Knowledge Specific to Instrument Rating

- 3.1 Individuals wishing to validate their Third Country Licence to conduct non-commercial operations with an instrument rating must comply with the testing requirements that apply. For the issue of a Competency Based Instrument Rating (CBIR) this is an oral examination conducted by an Instrument Rating Examiner. Air law and human performance testing must be conducted as stated at paragraph 2.1 above.

4 Demonstration of Acquired Knowledge FAA Licence Holders

- 4.1 Individuals requiring a declaration for of their FAA Licence to conduct non-commercial operations must show relevant knowledge in the following subjects:
- Air law; and
 - ATC procedures.

Air law requirements are stated at paragraph 2.1. The additional subject of ATC procedures

can also be completed as written examinations, using the current PPL Operational Procedures Theoretical Knowledge examination or as oral examinations with an Examiner.

If assessment is by oral examination, examiners should consider covering the following areas:

ATC procedures

- a) Awareness that CAP 413 Radiotelephony manual exists
- b) Where to find appropriate UK radio frequencies: e.g. charts, AIP, flight guides and their limitations
- c) Emergency states and emergency phraseology: Mayday/Pan/Message relay
- d) Types of ATC service available and differences between A/G Radio, LARS, AFIS, full ATC etc
- e) 'Pass your message' requirements
- f) ATC RT calls and appropriate PIC flight management to transit different types of UK airspace structures. In particular: Class D, MATZ, Danger Area, ATZ etc
- g) Comms failure procedures
- h) SAFETYCOM: 135.475MHz

The above list is for guidance and is not fully comprehensive.

5 Legal Responsibility of Examiners

- 5.1 Examiners are reminded that they have a responsibility to ensure standards; this process is reliant on their integrity.

6 Queries

- 6.1 Any queries or requests for further guidance as a result of this communication should be addressed to:

Pilot Validation (SSC)
Civil Aviation Authority
GE, Aviation House
Gatwick Airport
RH6 0YR

E-mail: pilotvalidation@caa.co.uk

7 Cancellation

- 7.1 This Information Notice is to be read in conjunction with [IN-2017/029](#) and will remain in force until further notice.