

THE UK IMC RATING - INTERIM STATEMENT - February 2012

1. The CAA has been receiving requests for information concerning the effect of EU Regulations on the holders of, and those currently training for, the UK IMC (Instrument Meteorological Conditions) Rating.
2. There is agreement in principle that the privileges of licence holders that are gained before Regulation (EU) 1178/2011 (the “EASA Aircrew Regulation”) applies should as far as possible be preserved. This is in accordance with Article 4 of the EASA Aircrew Regulation. At the time of writing, no terms for the preservation of the IMC Rating privileges have been agreed. The CAA is in frequent contact with EASA and the Commission on this matter in order to progress the agreement of the details. However, the CAA’s position on issuing the rating and the use of its privileges in the short term is not dependent on the outcome of these negotiations.
3. Where licence holders have demonstrated compliance with the requirements for the issue, revalidation or renewal of the IMC Rating:
 - i) IMC Ratings will continue to be added to UK-issued JAR-FCL and non-JAR-FCL aeroplane licences (other than the NPPL) until 30th June 2012.
(In the event that an applicant with a JAR-FCL licence complies with the requirements for the IMC Rating after 30th June 2012, it may be necessary to issue a UK non-JAR-FCL/non-Part-FCL licence on which the rating can be entered).
 - ii) IMC Ratings may be added to or retained on UK non-JAR-FCL/non-Part-FCL aeroplane licences (except the NPPL) beyond 30th June 2012 and for the foreseeable future.
4. From 1st July 2012 onwards no JAR-FCL licences will be issued, re-issued or amended. Any application for the issue, re-issue or amendment (e.g. adding a rating) of a JAR-FCL licence completed after that date will result in a Part-FCL licence being issued. This means that for a JAR-FCL licence holder, conversion to a Part-FCL licence will take place on the first occasion from 1st July that the licence is administered by the CAA. This will not apply to UK (non-JAR) licences because the CAA will continue to issue and amend these national licences, where necessary, into the future (for use with non-EASA aircraft only).
5. IMC Rating privileges entered on UK-issued JAR-FCL and non-JAR-FCL aeroplane licences may be exercised in both EASA and non-EASA aeroplanes until 8th April 2014. Thereafter, they may only be used in non-EASA aeroplanes.

6. The inclusion of a rating with privileges equivalent to the IMC Rating onto a Part-FCL licence for use in EASA aeroplanes into the future depends upon the outcome of the negotiations currently in progress. The use of the IMC Rating in a JAR-FCL licence in EASA aeroplanes beyond 8th April 2014 - until the licence is replaced with Part-FCL licence - similarly depends upon the terms of the agreement when it is reached.
7. It has been proposed by the CAA that IMC Ratings issued before a specific date could be added to a Part-FCL aeroplane licence (other than a LAPL(A)) as a restricted instrument rating - IR(A)(Restricted). The privileges of this restricted rating would be the same as the IMC Rating and the revalidation and renewal requirements would be those that apply to the IMC Rating. It is also proposed that the IMC Rating privileges that are included in the privileges of the UK (non-JAR-FCL) CPL and ATPL would also be added to a Part-FCL licence as the IR(A)(Restricted) when the UK licence is converted to an EASA licence. It is this proposal, including the specific date - being the last date to obtain an IMC Rating that can be converted to an IR(A)(Restricted) - which is still to be agreed.

Revised information will be published when available.

(Note: IMC Ratings and ratings with equivalent privileges cannot be added to any NPPL or LAPL as these licences are intentionally restricted to flight in VMC only).