

## Information Notice: Terms and conditions for IR rating under the cross-credit system

This Information Notice explains the privileges and validity of an IR rating under the cross-credit system. The notice/guidelines include the following:

- **How to obtain an IR rating under the cross-credit system**
- **How to apply it under the cross-credit system**
- **Information for the examiner**
- **How it shall be endorsed on the licence**

### Introduction

As a rule, a pilot shall have endorsed on his/her licence a valid rating or privileges when performing various operations. Both the class or type rating and IR rating must be valid if the operation requires an instrument rating. CAA Norway has previously accepted pilots to exercise certain IR-privileges without an endorsement in the licence if the pilots fulfilled the requirements for cross-credit of an IR according to Part-FCL, appendix 8.

CAA Norway has considered this practice and will change the procedure/practice moving forward.

Please note that this guideline does not include the process for cross-credit of helicopter instrument ratings. Cross-credit of helicopter instrument ratings occurs very rarely and should be applied for in each case to CAA Norway and sent to [postmottak@caa.no](mailto:postmottak@caa.no).

### How to obtain an IR rating under the cross-credit system

#### ***Initial issue of a single-engine IR under the cross-credit system***

In accordance with FCL.620 (c), it is possible to obtain a cross-credit through two options:

- Applicants who have completed a skill test for a multi-engine IR in a single-pilot multi-engine aeroplane for which a class rating is required, shall also be issued with a single-engine IR for the single-engine aeroplane class or type ratings that they hold.
- Pilots who do not hold a valid single-engine class or type rating at the time of the IR skill test taken on multi-engine piston, may apply for a single-pilot single-engine IR after they have acquired a single-engine class or type rating.

#### ***Revalidation of IR under the cross-credit system***

A pilot can only receive credits towards the IR part in a proficiency check (please see the second column in the table below), from a **type or class** as specified in the **first** column in the table below.

Depending on which type or class the pilot can receive credits, additional requirements as shown in Appendix 8 (see below) must be met at the time of the check.

## Appendix 8 – with explanatory notes and examples (CAA Norway)

Credits shall be granted only if holders are revalidating or renewing IR privileges for single-pilot single-engine and single-pilot multi-engine aeroplanes, as appropriate.

If a skill test or a proficiency check including IR is performed, and holders have a valid:	Credit is valid towards the IR part in a proficiency check for:	Explanatory notes and examples (CAA-Norway)
<p>MPA type rating;</p> <p>Single-pilot high-performance complex aeroplane type rating</p>	<p>SE class (*) and</p> <p>SE type rating (*), and</p> <p>SP ME class or type rating except for high-performance complex type ratings, only credits for Section 3B of the proficiency check in point B.5 of Appendix 9</p>	<p><i>For MPA and high performance complex aeroplane type rating, IR is mandatory when conducting skill test or PC. The IR is included in the rating</i></p> <p><i>No credit is given to other MPA or ME type ratings flown as MPO</i></p> <p><i>Credit is given to SE class and type when the additional requirements are met (*)</i></p> <p><i>Credit to SP ME class or type is only given for section 3B in the proficiency check form</i></p>
<p>SP ME aeroplane class or type rating except for high-performance complex aeroplane type ratings, operated as single-pilot</p>	<p>SE class rating, and</p> <p>SE type rating, and</p> <p>SP ME class or type rating except for high-performance complex aeroplane type ratings</p>	<p><i>The IR gives privileges for other SP ME classes and for other SE class or type ratings.</i></p> <p><i>e.g.: The IR on MEP (land) gives privileges on SEP (land), Cessna SET</i></p>
<p>SP ME aeroplane class or type rating except for high-performance complex aeroplane type ratings, restricted to MP operations</p>	<p>SE class rating (*), and</p> <p>SE type rating (*), and</p> <p>SP ME class or type rating except for high-performance complex aeroplane type ratings (*)</p>	<p><i>Credit is given to SE class and type when the additional requirements are met (*)</i></p> <p><i>The same credit is given to SP ME class or type ratings for non-high-performance complex aeroplane type ratings as long as the additional requirements are met (*)</i></p> <p><i>Example: The IR on a Dornier 228 in MP give credit for the IR part on a SEP only when the terms in the note are met. For other SP ME class or type ratings, credit is only given if section 6 in addition is flown as SP</i></p>
<p>SP SE aeroplane class or type rating</p>	<p>SE class rating, and</p>	<p><i>The IR gives privileges for SE classes and for other SE type ratings.</i></p>

	SE type rating	<i>e.g.: The IR on Cessna SET (land) gives privileges on SEP (land)</i>
<p>(*) Provided that within the preceding 12 months the applicants have flown at least three IFR departures and approaches exercising PBN privileges, including at least one RNP APCH approach on an SP class or type of aeroplane in SP operations, or, for multi-engine, other than HP complex aeroplanes, the applicants have passed Section 6 of the skill test for SP, other than HP complex aeroplanes flown solely by reference to instruments in SP operations</p>		

If the additional requirements in Appendix 8 (\*) are not met at the time of the check, you cannot get cross-credit for revalidation/renewal. The expression “exercising PBN privileges” means that you shall hold the rating/privileges when flying those departures and approaches. Flying departures and approaches with an instructor do not fulfill the additional requirements. If the additional requirements are not met, you shall follow the normal renewal procedure according to FCL.625(c) for IR-privileges on that class or type rating.

To renew an IR rating, the applicant shall complete a refresher training at an ATO. The content of the refresher training is the responsibility of the ATO. The ATO must follow the acceptable means of compliance, AMC1 FCL.625(c) when deciding the amount of refresher training needed.

After the refresher training is completed, the candidate shall perform a proficiency check (PC) for the IR on the applicable class or type.

#### **How to apply for an SE IR using the cross-credit system**

- Application for SE IR for class or type for single-pilot aeroplanes based on an IR skill test or PC taken on an MPA or SP HPA Complex IR, use form NF-1148 E.

We recommend pilots to use column 12 in the logbook (see AMC1 FCL.050) to document the name/title of the IFR PBN departures/approaches and the name/title of the RNP APCH flown in an SP class or type of aeroplane in SP operations.

- Application for SE IR for class or type for single-pilot aeroplanes based on an IR skill test or PC taken on ME single-pilot class rating, use form NF-1150 E.

#### **Information for examiners**

Only examiners who have the privilege to revalidate or renew a single-pilot IR may endorse cross-credit of an IR in the licence. This includes the following examiners:

- IRE(A),
- CRE complying with FCL.1005.CRE (b) (2),

Examiners that do not hold these privileges are not allowed to endorse a cross credit of an IR on the licence. In cases where the examiner does not hold the required privileges for cross-credit of an IR, the IR must be endorsed by CAA Norway (*Luftfartstilsynet*).

Examiners shall only endorse revalidated or renewed ratings on a pilot licence, provided that the rating is printed in section XII on the licence.

#### **How it shall be endorsed on the licence**

IR date will be endorsed on the licence, next to the class and type ratings for which it is applicable. Transferable IR ratings will be endorsed on a separate line. See example below.

XII Ratings, certificates and privileges / Rettigheter, bevis og privilegier			
Class / Type / IR <i>Klasse / Type / Instrument</i>	Valid until <i>Gyldig t.o.m</i>	IR valid until <i>IR gyldig t.o.m</i>	Remarks / Restrictions: <i>Merknader / Begrensninger:</i>
CessnaSET (land) SEP(land) SEP(sea) SET Kodiak 100 IR(A)SE	31/03/2021 30/04/2021 30/06/2022 31/05/2022 31/03/2021		
Instructor <i>Instruktør</i>	Valid until <i>Gyldig t.o.m</i>	Remarks / Restrictions: <i>Merknader / Begrensninger:</i>	
FI(A) IRI(A)	30/09/2023 30/09/2023	FI, SE, IR	
Examiner number: <i>Kontrollantnummer:</i>	Valid until <i>Gyldig t.o.m</i>	Class / Type: <i>Klasse / Type:</i>	
NO/Ex/588 FE(A) FIE(A) IRE(A) LPA	30/06/2022 30/06/2022 30/06/2022 30/06/2022	CessnaSET (land), SEP(land), SEP(sea)	

SE-IR transferable to other single pilot SE ratings.

XII Ratings, certificates and privileges / Rettigheter, bevis og privilegier			
Class / Type / IR <i>Klasse / Type / Instrument</i>	Valid until <i>Gyldig t.o.m</i>	IR valid until <i>IR gyldig t.o.m</i>	Remarks / Restrictions: <i>Merknader / Begrensninger:</i>
SEP(land) B737 300-900 IR(A)SE	31/07/2022 30/11/2021 30/11/2021	30/11/2021	CP only
Instructor <i>Instruktør</i>	Valid until <i>Gyldig t.o.m</i>	Remarks / Restrictions: <i>Merknader / Begrensninger:</i>	
no entries			
Examiner number: <i>Kontrollantnummer:</i>	Valid until <i>Gyldig t.o.m</i>	Class / Type: <i>Klasse / Type:</i>	
no entries			

SE-IR cross credited from MPA ME-IR rating.

SE-IR endorsed in separate line.

## Applicability date for licence endorsement requirement for IR(A) SE and transition for licence endorsement.

This new procedure for endorsement of licences would take effect immediately. However, pilots can continue to exercise single-engine IR-privileges without an endorsement on the licence if the pilot fulfill the requirements for cross-credit of an IR according to Part-FCL, appendix 8.

This would only be acceptable until the next revalidation of the single-engine IR or May 31, 2022, whichever comes first. After this date, pilots shall have endorsed a valid rating or privileges on his/her licence used for the operation.

## Abbreviations

SP	Single-pilot
MP	Multi-pilot
IRE	Instrument rating examiner
CRE	Class rating examiner
TRE	Type rating examiner
IR	Instrument rating
SE	Single engine
ME	Multi engine
MPA	Multi-pilot aeroplane
HPA	High performance aeroplane
MEP	Multi engine piston



SEP Single engine piston  
SEA Seaplane