

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 includes the followings:

- **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 into the licence**

Introduction

As a rule, a pilot shall have endorsed a valid rating or privileges on his/her licence used for the operation. Both the class- or type rating and IR rating, must be valid at the time if the operation require an instrument rating. CAA Norway have previously accepted a pilot to exercise certain IR-privileges without an endorsement in the licence if the pilot has fulfilled the requirement 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 crediting of helicopter instrument rating. Cross crediting of helicopter instrument ratings occur very rarely and should be applied for in each case to CAA Norway and sent to postmottak@caa.no.

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

Initial issue of an IR under the cross-credit system

It will be a requirement for all pilots conducting single and multi-pilot operations under IFR to have endorsed on their licences the instrument rating for the relevant class or type. In accordance with the provisions of FCL.620 (c), it will now be possible to obtain a cross-credit through two options:

- For pilots who already have a valid single-engine class or type rating, they can get issued a single-engine IR based on a passed skill test for multi-engine IR. Please note that the skill test must be carried out in a multi-engine class rating (multi-engine-piston).
- For pilots who do not already have a valid single-engine class or type rating, they can apply for a single-pilot single-engine IR based on a valid multi-engine IR (MEP) 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, there are supplementary requirements as shown in Appendix 8 (see below):

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, you cannot get cross-credit for revalidation/renewal. Therefore, you must follow the normal renewal procedure according to FCL.625(c) for IR-privileges on the other class- or type rating.

To renew an IR rating, the applicant shall go through a refresher training. If the applicant does not hold an IR endorsement (valid IR) for a class or type rating anymore, the applicant shall contact an ATO for the renewal of an IR. 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 refresher training needed.

How to apply it under the cross-credit system

- Application based on a MPA and SP HPA Complex IR cross-credit to IR for class or type for single-pilot aeroplanes, use form NF-1148 E.
- Application for SE IR based on ME IR single-pilot for which a class rating is required, use form NF-1150 E.

Information for the examiners

The following examiners with single-pilot IR revalidation and renewal privileges may endorse a cross credit of an IR in the licence;

- 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 in the licence. In the case where the examiner does not hold the required privileges, the endorsements must then be issued by CAA Norway (Luftfartstilsynet).

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 in a separate line. See example below.



XII Ratings, certificates and privileges / Rettigheter, bevis og privilegier			
Class / Type / IR Klasse / Type / Instrument	Valid until Gyldig t.o.m	IR valid until IR gyldig t.o.m	Remarks / Restrictions: Merknader / Begrensninger:
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 Instruktør	Valid until Gyldig t.o.m	Remarks / Restrictions: Merknader / Begrensninger:	
FI(A) IRI(A)	30/09/2023 30/09/2023	FI, SE, IR	
Examiner number: Kontrollantnummer:	Valid until Gyldig t.o.m	Class / Type: Klasse / Type:	
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 Klasse / Type / Instrument	Valid until Gyldig t.o.m	IR valid until IR gyldig t.o.m	Remarks / Restrictions: Merknader / Begrensninger:
SEP(land) B737 300-900 IR(A)SE	31/07/2022 30/11/2021 30/11/2021	30/11/2021	CP only
Instructor Instruktør	Valid until Gyldig t.o.m	Remarks / Restrictions: Merknader / Begrensninger:	
no entries			
Examiner number: Kontrollantnummer:	Valid until Gyldig t.o.m	Class / Type: Klasse / Type:	
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 license 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 in the licence if the pilot has fulfilled the requirement for cross-credit of an IR according to Part-FCL, appendix 8.

The pilot may use column 12 in the logbook to document with the name/title of the IFR departures and approaches and RNP APCH approaches flown in an SP class or type of aeroplane in SP operations.

This would only be acceptable until the next revalidation of the single-engine IR or May 31. 2022, whichever comes first. After this date all instrument privileges shall be endorsed in the licence to use the privileges.

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