



## **EASA Update**

Nick Wilcock AOPA UK & IAOPA (EU)

# IAOPA FCL Representation



- Flight Crew Licensing & Training Partnership Group
  - NAA and Industry / Association groups
  - EASA by invitation only
  - Meets twice per year at locations as hosted by NAA members
  - Post-meeting report circulated to IAOPA Europe e-mail list
  
- EASA Combined Aircrew TeB /FS sTeB
  - EASA, EC, NAA and Industry / Association groups
  - Meets three times per year at EASA Köln
  - May include European Commission representative
  - Post-meeting report circulated to IAOPA Europe e-mail list
  
- RMT Task Forces
  - Meet as required, usually at EASA Köln

# Notices of Proposed Amendment



- NPA 2014-29 (Aircrew Regulation amendment)
  - CRD / Opinion 05/2017 released 29 Jun 2017
  - Many comments deferred to RMT.0596 (Subpart J/K Instructors / Examiners)
  - Several EASA responses did not fully address the actual NPA comments
  
- NPA 2015-13 (Loss of control prevention and recovery training)
  - Opinion 06/2017
  - Some theoretical training & flight training to be included in PPL/LAPL syllabuses
  - FCL.915(e) requirement for Instructors delivering UPRT for professional licences
  
- NPA 2016-16 ( Regular update of Part-FCL )
  - IAOPA (Europe) response submitted March 2017
  - CRD / Opinion Q3/2017
  - Addressed only 'non-contentious' issues

# Opinion 05/2017 (Aircrew Regulation)



## ➤ Positive GA items

- LAPL(A) Seaplane privileges
- LAPL / PPL exam 'sittings' to be discontinued
- LAPL privileges to be included in PPL
- Medical standard will define licence privileges

## ➤ Unsatisfactory GA items:

- PPL holder exercising LAPL-level privileges:
  - Proof of licence validity?
  - Regaining SEP / TMG Class Rating after Class 2 medical renewal?
  - NAA oversight of licensed pilots?
  - **Maintain SEP / TMG Class Rating validity even if flying at LAPL-level only!**
- Retention of Aerobatic Rating prerequisites
  - Opposed by IAOPA (Europe), FAI and DGAC France
  - FCL&TPG unanimously support IAOPA (Europe) objection
  - **EASA policy is a potential flight safety risk !**

# Opinion 05/2017 (Aircrew Regulation)

- Recognition of flight time on Annex II aircraft uncertainty



- EASA withdrew its proposed 'clarification' amendment
- AMC refers only to revalidation
- Training & testing?

# Opinion 05/2017 (Aircrew Regulation)



- Recognition of flight time on Annex II aircraft uncertainty



- Will it be possible to train for a LAPL on a Piper Cub after Apr 2018?

# IAOPA (Europe) Annex II Proposals



## ➤ Revalidation:

- Flight time on Annex II aircraft shall be accepted for revalidation
- To include flight time on historic aircraft replicas



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- To include flight time on 3-axis microlight / ultralight aircraft





# IAOPA (Europe) Annex II Proposals



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- To include flight time on 3-axis microlight / ultralight aircraft

## ➤ Training and Testing:

- Aircraft must be of the relevant Class
- Aircraft must be fit for purpose:
  - Dual controls
  - Brakes / critical controls available to instructor
  - Flight instruments available for instructor

## ➤ IAOPA (Europe) Annex II Proposals:

- Unanimously supported by EASA FCL&TPG
- Submitted to UK CAA GA Unit
- Will be presented at next GA TeB

# EASA Task Forces



- RMT.0596 (Subparts J&K – Instructors and Examiners)
  - NPA was in due Q2/2017
  - Future of RMT in some doubt.
  - Prioritisation of most essential work may be required
  
- RMT. 0678 (General GA topics)
  - Language Proficiency requirements at GA level
  - 'Modular LAPL'
  - 'Aeroplane Cloud Flying Rating'
  - Credit for 3<sup>rd</sup> country licences towards the LAPL
  - Other GA topics
  - NPA due Q1/2017....
  - Delayed due to higher priorities....

# Basic IR



- RMT.0677 Task Force completed work 10 Jul 2016
- Draft NPA circulated to Task Force for review 5 Aug 2016
- NPA 2016/14 published for Comment Responses 9 Nov 2016
- Comment response deadline 31 Mar 2017
- CRD under review (435 comments) by Task Force members
- Main comments:
  - Overwhelming support for Option 3, the 'Basic IR'
  - Clear demand for BIR training to be available at DTOs
  - Many people want to retain the EIR, others don't
  - Some misunderstanding of the BIR's instrument approach restrictions
  - Some strong views both for and against the TF's FCL.055(d) proposals
  - Some concern that revised instructor/examiner requirements won't be available in time
  - Some ATS concerns regarding mixed traffic in busy areas
- Time line:
  - CRD review delayed; IAOPA (Europe) / CAA responses submitted to EASA 22 Sep 2017
  - CRD/ Opinion to EC Q4/2017, but likely to slip
  - Decision Q4/2018

# Part-DTO 'Training outside an ATO'



- NPA 2015/16 published for Comment Responses in late 2015
- CRD published Sep 2016
- Time line:
  - Decision was due in Q3/2017, but has been delayed.
  - Must be in EU law before 8 Apr 2018
  - If delayed, NAAs might invoke Article14(4) flexibility provisions
- Main points ( from UK CAA roadshow presentation)
  - DTO declarations may be accepted as soon as Part-DCO becomes law
  - EASA training may be conducted as soon as a DTO declaration has been made
  - DTOs must use a 'validated Training Programme'
  - Existing RFs or ATOs which convert to DTOs will be subject to an oversight review at some time within the following 5 years as notified by the Authority. Thereafter, further reviews will be required within the following 6 years
  - DTOs which are set up from scratch will be reviewed within the subsequent 12 months
  - DTOs may be 'single trader' organisations
  - The Head of Training of a DTO must be at least an FI who has achieved at least 100 hours of flight instruction after removal of restrictions
  - DTOs may have a maximum of 2 operating locations, which must be in EASA MS
  - DTOs are not permitted outside EASA MS



# QUESTIONS??