

# JAR to EASA

Pilot licensing is changing, so make sure you have your say

WORDS Jon Cooke

**S**O, you've got your JAR licence, and have become accustomed to the 'new' regulations, so it must surely be time for a change? And it is: EASA is on its way, and it'll be here sooner than you think!

The proposed EASA regulations have been in the pipeline for some years, and the LAA has been represented on various committees involved with the rulemaking. Most notably, Graham Newby has had significant input within MDMo32, a group involved with the Leisure Pilot Licence and other ratings.

We have become almost resigned to the fact that regulations change and that we have no choice but to adapt. But this is not entirely true. We do have an opportunity to comment on the proposals before the changes are finalised.

EASA published its Notice of Proposed Amendment, or NPA for short, for Flight Crew Licensing on 5 June, 2008. Crucially, you have until 15 October, 2008 to comment, before the review and implementation period begins.

EASA is committed to implementing these regulations prior to 8 April, 2012, but it is likely to have a significant transition period prior to this, which may commence as soon as next year for some aspects. Outlined below are the three NPAs open for consultation at the moment: A, B, and C. Shortly there will be more.

■ PART FCL NPA 2008-17A/B

■ EASA PART FCL and the appendices contain:

■ Licensing requirements for training and testing of all pilots for all categories of licence;

■ Provision for type and class ratings and additional qualifications and ratings;

■ Instructor ratings;

■ Examiner authorisations.

■ PART MEDICAL NPA 2008-17C

■ EASA PART MEDICAL contains: Medical requirements for all



*'We've become almost resigned to the fact that regulations change and that we have no choice but to adapt. But this is not entirely true'*

categories of licence.

EASA has, as a part of its philosophy, explained in EASA NPA 2008-17a a requirement to accept and consider comments from interested parties. It is to be expected that you will have particular areas of interest; however, you should consider the future and what may affect your licensing needs then as well as now. Since these rules will be pan-European, to effect change after implementation will be significantly more difficult than during the consultation phase - which is now!

**What are the significant changes?**

- Basic Leisure Pilot Licence (Basic LPL) to permit flight within 50km of the aerodrome;
- Leisure Pilot Licence (LPL);
- Light Aircraft Flight Instructor Rating (15 hours' flying tuition, 75 hours' ground tuition, PPL holder);
- Removal of requirement for CPL knowledge for Flight Instructors (LAFI and FI);
- JAR PPL holders will be able to accept payment as a Flight Instructor (CRI, LAFI and FI);
- LPL (Sailplanes) and LAFI (Sailplanes);
- Mandatory flight test every six years for PPL holders;
- Mandatory flight test for CRIs every six years;
- Aerobatics Rating;
- Tow Rating;
- New medical standards and medical check (rather than declaration) for the Leisure Pilot Licence.

## > LICENSING CHANGES

### What is the LAA doing?

On behalf of the LAA, I recently attended a stakeholder event held by the CAA and Department for Transport, hosted by Natasha Coates, representing the International Aviation and Safety Division at the DfT.

There were presentations by Ben Alcott, CAA Head of Personnel Licensing Department, Mike Dobson, CAA Head of Standards for the Personnel Licensing Department, and Dr Rob Hunter from the CAA medical division. This meeting was to highlight licensing changes to us, answer questions and concerns about the EASA NPAs, and to emphasise the importance of our input in those changes.

We are working towards producing a document for submission on behalf of the LAA in response to the EASA NPA, and also monitoring future licensing changes on your behalf. Your interests are also represented by the GA Alliance, which has been involved in understanding the impact of regulatory change on our industry, and will also be commenting on the proposals.

### Why should I bother?

If you do not send your comments, then it is likely that those who do will affect change in their favour. These licensing changes affect almost every aviation industry from balloons and gliders to GA, the training industry and present and future airline pilots.

Please comment on both what you like and what you don't like to redress any imbalance presented from other areas. It is your opportunity to have your say – it will be no good complaining later about something which you have a chance to influence now.

### Where can I find the EASA NPAs?

Just Google 'EASA NPA' or enter this website address:

[www.easa.eu.int/ws\\_prod/r/r\\_npa.php](http://www.easa.eu.int/ws_prod/r/r_npa.php)

### COMMENTING ON THE NPAs

There is a Comment Response Tool (CRT) on the EASA website, which is simple to use. Using the link above will get you to the EASA FCL and MEDICAL NPA and the Comment Response Tool, which allows you to enter comments as an individual or on behalf of a club or organisation.

If you agree with the implementation of the Leisure Pilot Licence, for example, then say so. If there is something you do not agree with, then not only state that you disagree, but why, and offer an opinion as to a palatable alternative.

### What should I write?

It would be unfair of me to suggest what you should include in your comments. I appreciate that the document is sizeable, but I would suggest you read the particular areas of interest which will affect you both now and in the future. What is written on internet forums or elsewhere is not necessarily accurate, so read the document itself before you comment.

### What is the closing date for comments?

Anything after 15 October, 2008 will not be considered. It is also unlikely that unsupported comments will be considered; you must include the 'why' as well as the 'what'.

*'If you do not send your comments, then it is likely that those who do will affect change in their favour'*

Jon Cooke



## SUMMARY OF PROPOSALS

**Health warning: Please remember that the following notes are from the EASA Notice of Proposed Amendment, and are not necessarily the final requirements. Details of transition periods and grandfather rights will be available in due course, and is not a part of the EASA NPA.**

### Basic Leisure Pilot Licence

- Minimum age 16 years;
- SEP or TMG with a maximum certified take-off mass of 2000kg, with one passenger, on local flights;
- 20 hours' minimum flight instruction including dual and solo.

### Leisure Pilot Licence

- Minimum age 16 years;
  - SEP or TMG with a maximum certified take-off mass of 2000kg, with three passengers;
  - 30 hours' minimum flight instruction including dual and solo;
- Including solo cross country and qualifying cross country 150km.

### Light Aircraft Flight Instructor

- Can be added to an LPL or PPL;
- Pre-entry flight test with an FI;
- Minimum 15 hours' flight training, 75 hours' theoretical knowledge and instruction training;
- Flight test with an FI.

### EASA PPL

- Permission to accept payment if a Flight

Instructor rating is held;

- Minimum age 17 years;
- 45 hours' minimum flight instruction, including dual and solo;
- LPL(A) to PPL(A) to be 15 hours' minimum flight instruction, including dual and solo;
- Revalidate by skills test at least every six years.

### Aerobatics Rating

- At least 40 hours' PIC prior to the course;
- Theoretical knowledge instruction appropriate for the rating;
- Five hours' of dual aerobatic instruction time.

### Tow Rating

- At least 150 hours' PIC for banner towing or 100 hours' PIC for sailplane towing;
- Theoretical knowledge instruction in towing operations and procedures;
- Ten hours' dual instruction in towing a banner or sailplane as appropriate;
- Additionally, for the sailplane towing rating, at least three familiarisation flights in a sailplane which is launched by an aircraft.