

Issued: 14 November 2014

Summary of the Proposed Amendment to the Aircrew Regulation that Is Expected to Come into Force on 8 April 2015

This Information Notice contains information that is for guidance and/or awareness.

Recipients are asked to ensure that this Information Notice is copied to all members of their staff who may have an interest in the information (including any 'in-house' or contracted maintenance organisations and relevant outside contractors).

Applicability:	
Aerodromes:	Not primarily affected
Air Traffic:	Not primarily affected
Airspace:	Not primarily affected
Airworthiness:	Not primarily affected
Flight Operations:	AOC Holders
Licensed/Unlicensed Personnel:	Holders of pilot licences; Registered Facilities and Approved Training Organisations

1 Introduction

- 1.1 The process of adopting the next amendment to Regulation (EU) No. 1178/2011 - 'the Aircrew Regulation' - into legislation by the European Parliament has begun. It will come into force on 8 April 2015. This Information Notice provides an overview of the changes that will be made by this amendment and their implications. The text of the amending regulation will be published by the European Commission in the Spring of 2015.
- 1.2 It is emphasised that **none of these changes will come into force until 8 April 2015**. The changes, made by the amendment cannot be used until that date.

2 The proposed changes to the Aircrew Regulation

- 2.1 Transition of Registered Facilities to Approved Training Organisations - Article 10(a)

The effect of the amendment will be that, from 8 April 2015, any Registered Training Facility (RTF) will be permitted to provide instruction for the Light Aircraft Pilot Licences (LAPL) for the same category of aircraft for which the RTF provides PPL training (aeroplanes or helicopters). This will be in addition to continuing to provide the training that the RTF was permitted to provide previously. RTFs will be permitted to continue in this manner until 8 April 2018. Alternatively, they may apply to become Approved Training Organisations (ATOs) at any time.

Any extension to the scope of training given by existing RTFs (beyond the LAPL and the training previously conducted) will only be permitted if the RTF becomes an ATO. Any new

training organisation will have to apply to be an ATO. Existing ATOs are not affected by this change.

The further deferment of the deadline for RTFs to become ATOs is to allow for a review and revision of the requirements that apply to organisations of this kind. The rules that apply to organisations providing training that exceeds the scope of RTFs (such as training for CPL, IR or type ratings) are not expected to change as a result of the proposed review.

2.2 Further deferment of the mandatory use of certain new licences and ratings - Article 12

Consistent with the extension of the transition period for Registered Facilities, certain other deadlines are also to be extended. With the coming into force of the amendment on 8 April 2015, the mandatory requirements to hold:

- a LAPL(A), LAPL(H), LAPL(S) or LAPL(B);
- a BPL or SPL;
- Aerobatic Rating, Towing Rating or Mountain Rating; or
- a Mountain Instructor Certificate

are deferred until 8 April 2018.

In the UK, until 8 April 2018, the equivalent national licences and rules may be used instead of the Part-FCL licences, ratings and certificates listed above in both EASA and non-EASA/Annex II aircraft; or, alternatively, the Part-FCL qualifications may be obtained and used.

For example: until 8 April 2018 a UK NPPL(A) with SSEA rating, or a UK (pre-JAR-FCL) national Private Pilot Licence (PPL(A)) with SEP or SSEA rating, may be used instead of a LAPL(A) to fly an EASA aeroplane - within the scope of the privileges of a LAPL(A) only. The LAPL(A) privileges are to fly SEP aeroplanes not exceeding 2000 kg maximum take-off mass, with a maximum of 4 persons onboard, under the Visual Flight Rules. A UK NPPL(A) or UK national PPL(A) will not be valid to fly any EASA aeroplane on any flight from 8 April 2018 onwards. However, a Part-FCL LAPL(A) or PPL(A) may be obtained at any time and used to fly EASA and non-EASA/Annex II aeroplanes (within the scope of the licence privileges) indefinitely.

Some of the other transition end dates will not change. The mandatory date for the use of the following Part-FCL licences, ratings and certificates will remain 8 April 2015:

- Airship and powered lift;
- Flight Test Rating;
- Flight Test Instructor;
- Multi Crew Co-operation Instructor for Helicopters.

2.3 Continuation of training for national licences that have Part-FCL equivalents until 8 April 2018

Provision will be made for national training organisations providing training for national equivalents to new Part-FCL licences to continue to do so until 8 April 2018. In the UK this applies to organisations providing training to balloon pilots and sailplane/glider pilots under UK legislation. National qualifications obtained in this manner prior to 8 April 2018 will be convertible to Part-FCL licences. Part-FCL licences will be mandatory to fly EASA balloons and sailplanes from 8 April 2018 onwards.

2.4 Further deferment of the application of European licensing rules to pilots using third country licences to fly third country aircraft based in Europe, or aircraft registered in Europe, for non-commercial purposes.

For pilots who hold pilot licences issued by third countries, the UK had already deferred until 8 April 2015 the requirement to obtain a Part-FCL licence or a validation of their third country licences to conduct non-commercial flights in UK registered aircraft, or in aircraft registered