



# EASA

European Aviation Safety Agency

## Panel 6: Current achievements and future gains-Training & Licensing

***EASA Safety Conference on GA , 16 October 2014***

**Moderated by:** Mr David Roberts, (UK) FAI, Vice President

**Speakers:**

Mr Matthias Borgmeier, EASA, Air Crew and Medical Regulations Section Manager

Dr Julian Scarfe, Europe Air Sports, Vice President

Dr Michael Erb, AOPA Germany, Managing Director

Mr Henrik Svensson, European Gliding Union (EGU), Member of the Board

Dr Meike Müller, German Aero Club, DAeC e.V., Delegate for European affairs

Mr Robert Haig, Cirrus Aircraft, Flight Training and Operations, Director

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**David Roberts**

**Vice-President (UK) - Fédération  
Aéronautique Internationale**

**President of Europe Air Sports**



## **Agenda (each part c. 20 minutes)**

- 1. Panel members' overview on 6 topics**
- 2. Panel discussions on issues arising**
- 3. Questions from conference participants -  
interactive session with audience**



## **Panel members**

**Matthias Borgmeier - EASA**

**Dr Julian Scarfe - Europe Air Sports**

**Dr Michael Erb - AOPA Germany**

**Henrik Svensson - European Gliding Union**

**Dr Meike Müller - German Aero Club**

**Robert Haig - Cirrus Aircraft**



## **Panel members' topics**

**Recent FCL rulemaking activities & their impact**

**The new Instrument Rating & EIR**

**Language proficiency - why?**

**Sailplane licensing & training**

**Implementing FCL - challenges**

**Safe utility & technically advanced aircraft**



# **Training & Licensing: Current achievements and future gains**

***“Recent rulemaking activities & impact on GA”***

***Matthias Borgmeier  
Aircrew & Medical Regulations  
EASA - Flight Standards Directorate***





## Status quo ?

- Part-FCL = framework for training & licensing activities
- PPL/CPL/IR: Transfer of JARs into Part-FCL
- Development of ICAO based SPL & BPL & ratings
- Creation of a European leisure pilot licence: LAPL
- Later on: instrument (EIR/CB-IR) & cloud flying ratings

**How did we do this?**



## Why did we do it ?

Achievements ?



**Yes, but....**

**...still some issues to be solved !**





## ***“Amendment package II - Aircrew”:***

- **Different reasons for this package**
- **„Non-standard approach“**
- **Very good opportunity to address some of the GA action items**
- **Last week finally accepted by all MS**
- **Main changes ?**



## ***“Amendment package II - Aircrew”:***

- **Opt-out for RFs & national training organisations**
- **Additional privileges will be given to existing RFs**
- **Extension of opt-out for TC licence holders**
- **Seaplane / FI revalidation / instruction by FE**
- **Short-term validation / organisational review**



## Near future – „visible“ next steps ?

- Finalisation BASA with the US for PPL/IR/Night
- Additional AMC & GM for non-complex ATOs
- Development of the „complementary solution“
- Addressing other elements of the GA roadmap

**&**

**Continue to provide implementation support  
and to listen to you !**



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**Dr Julian Scarfe**

**Vice-President, Europe Air Sports**

**Director, PPL./IR Europe**

**Member, GA Task Force**

**Vice-chair, GA sub-SSCC**

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# The future of non commercial IFR flight

CBM IR and EIR

*or how IFR qualifications will become more accessible to the busy pilot*





# The instrument training dilemma

- Increasingly capable aircraft
  - IFR fit more affordable, more appealing
  - Technically advanced aircraft, glass cockpits
  - Increasing deployment of GNSS at small airports



But

- Increasingly difficult to get an IR, tailored to ATPL
- Expensive, residential courses
- Long and mostly irrelevant TK





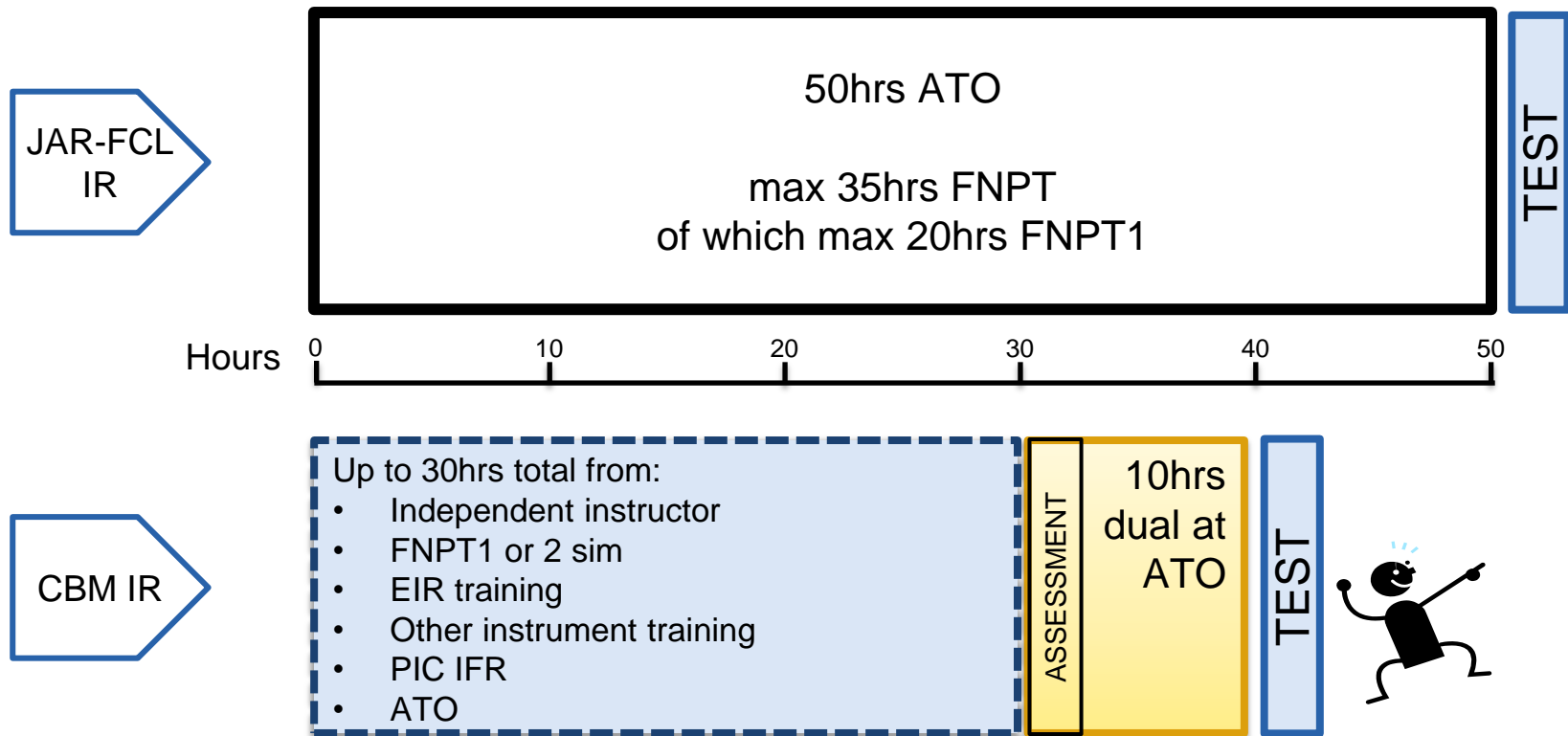
# Non-commercial IFR: typical pilots

- Often shares an aircraft
  - sometimes owns outright, sometimes rents
- Career outside of aviation
  - busy, professional, sometimes retired
- Private and business use
  - need to go where they want, when they want





# Comparison: CBM IR with JAR-FCL



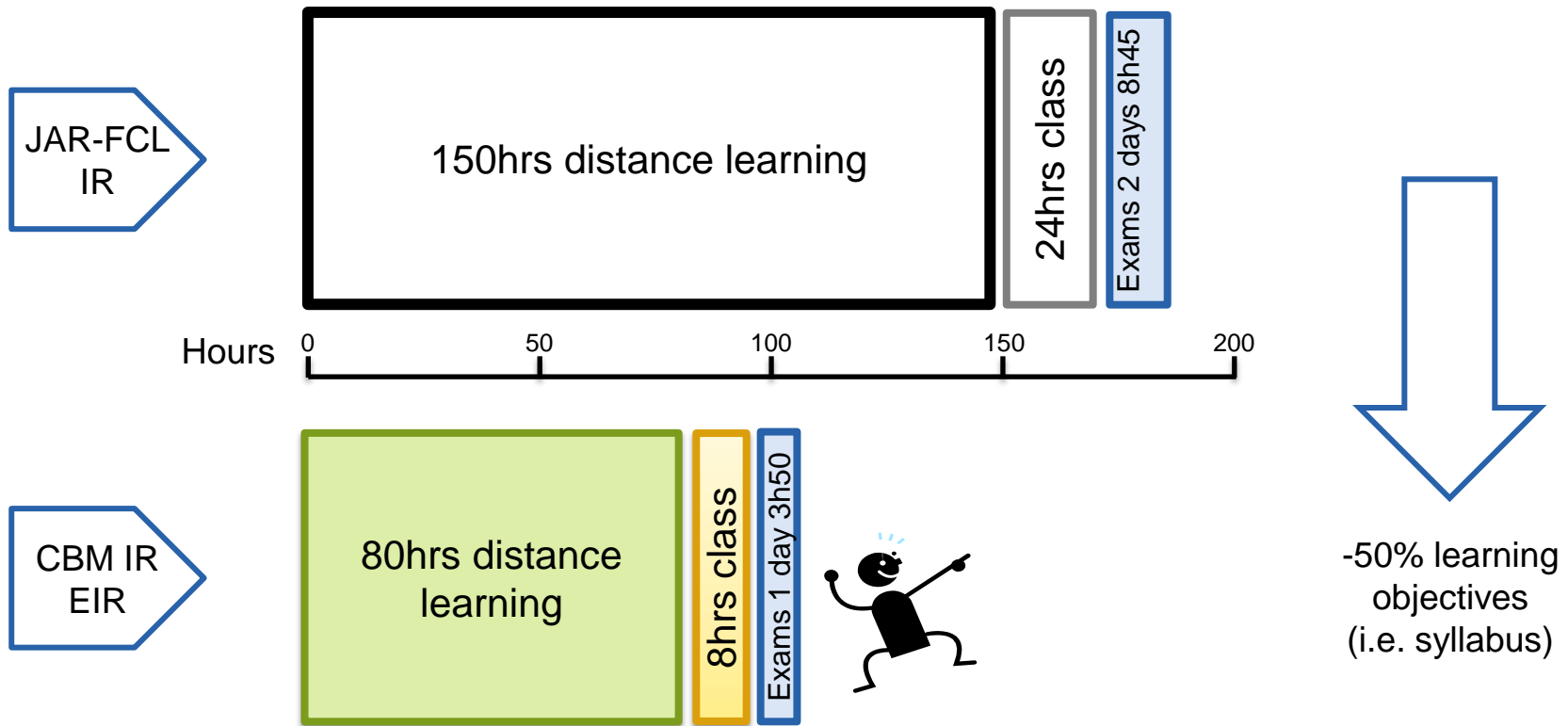
Competency-based  
Modular  
ICAO minimum time  
Same as FAA





# Comparison: Theoretical Knowledge

Same theoretical knowledge requirements for EIR as for IR





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Dr. Michael Erb

Deputy Head International AOPA Europe

Managing Director AOPA Germany

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# Language proficiency – is there a problem?

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# Language proficiency

- FCL.055:  
“Aeroplane, helicopter, powered-lift and airship  
pilots required to use the radio telephone shall not  
exercise the privileges of their licenses and ratings  
unless they have a language proficiency endorsement  
on their license in either English or the language used  
for radio communications involved in the flight”
  
- Not a problem for operations under IFR, but for it  
is for operations under VFR



# Language proficiency



Pilots and often also Member States don't know how to interpret FCL.055:

- In an uncontrolled environment, is it allowed to communicate without a valid language proficiency? Yes: 6 countries, No: 14 countries
- Are pilots allowed to talk in English at small uncontrolled airfields? Yes: 17 countries, No: 3 countries
- How do we deal with this rule at many aerodromes that don't offer English, only their national languages? Can they still be used legally by foreign pilots only speaking English?



# Language proficiency

- Pilots and often also Member States don't know how to interpret FCL.055:
  - Uncertainty whether a pilot is legally entitled to use the radio without language proficiency. Pilots tend not to use the radio in case of doubt. Is this increasing safety?
  - Language Proficiency Level 4 is sufficient for Airline Pilots under IFR. Do we need the same level of proficiency for VFR pilots at uncontrolled aerodromes, where good knowledge of standard phraseology has proven to be safe for decades?



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European Gliding Union

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**Gliding needs only  
proportionate and risk-based  
regulation**

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# Sailplane licences and training

- Despite initial hopes, the introduction of EASA regulations has brought disappointment across European gliding.
- Well established, effective, National procedures are being swept aside.
- LAPL(S) vs SPL – many countries have problems with medical issues, i.e. need an AME for LAPL(S) medical
- Examiners for gliding is complicated and will take a lot of resources

- The EGU applauds the progress made by EASA in reviewing the Basic Regulation and in taking a necessary step of taking a fresh look at the ATO requirements for sports aviation training
- Gliding is an air sport and has nothing in common with air transport (CAT etc)
- The EGU looks forward to further developments of proportionate, risk based regulation





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Dr Meike Müller

DAeC e.V. Deutscher Aero Club  
Representative European Affairs

Head of Gliding Section DAeC

Vice President European Gliding  
Union

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# Implementing FCL: some challenges

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# Implementing FCL - Challenges

## ► Sports Clubs

- Voluntarily driven non-profit organisations
  - Knowledge transferred from elder to the young
  - Operations in spare time
  - Long lasting experience and high skills in the activity
- 
- Large number of end users (>95% of the total pilot population)
    - End user operating below 2t MTOW
- 
- Only parts of the regulatory framework are available in mother language of the end user
  - Interpretation on national level driven by tradition of end user





# Implementing FCL - Challenges

## ► European Regulation did not positively alter safety

- Very few pilots had an advantage by pan-European rules
- Complexity of the documents affecting activity
  - E.g. non descriptive abbreviations: ARA, ORA, CRM, NCC, NCO..... !!!!!
- Variation in interpretation at national level by NAAs
- Increase of workload to fulfil paperwork
  - Less time remaining for training



## ► Increase of regulatory burden diminishes safety

- Decrease of understanding and acceptance compromises safety



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Director of Flight Operations

Cirrus Aircraft

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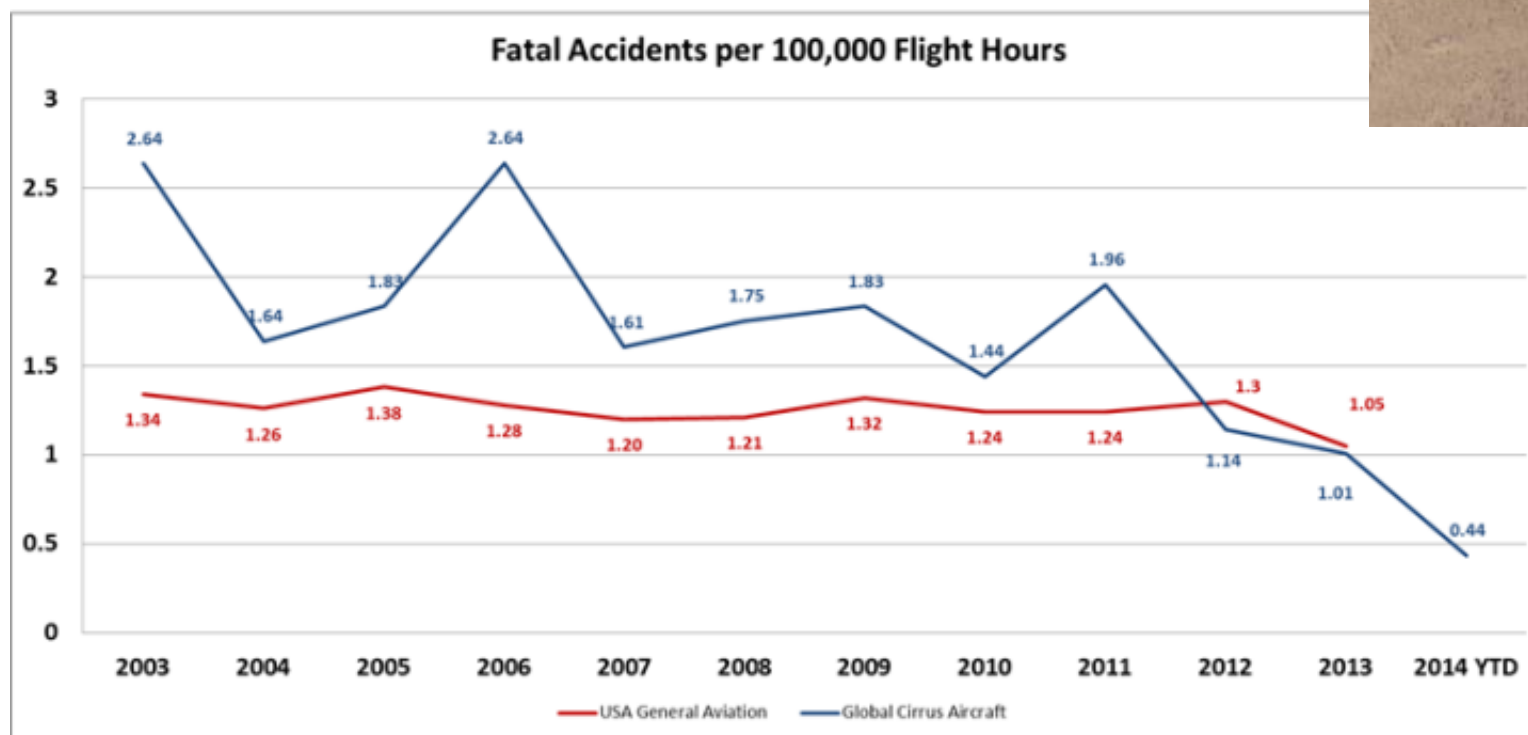
# Personal Transportation: Flying 2.0

- Technology focused on Safety and Utility
  - Advanced avionics: synthetic vision, TAWS, Traffic, cockpit wx, engine monitoring, automation, enhanced vision
  - Digital autopilot: fully coupled, ESP, auto descend, level mode
  - Flight into known ice, turbo, built in oxygen
  - Enhanced low speed handling qualities
  - CAPS
- World safest aircraft, right?
- 3 notable observations
  - Accident trends have mirrored GA in phase and causation
  - High number if FAA registered aircraft within EU member states
  - Data suggests a disproportionate number of VMC into IMC accidents in EU





- 'Type' specific initial training, mentorship, and recurrent training
- Cirrus training network established in 2003
  - 120 Cirrus Training Centres, to date
  - 400 Cirrus Standardised Instructors, to date
  - Focused on flying and teaching standardisation
  - Focused on proper CAPS training
- Supported with Courseware, curriculum, SOPs...
- Accident rate is trending in the right direction





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# Defining the Personal Jet



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## Now for the panel discussions

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