



EUROPEAN AVIATION SAFETY AGENCY  
AGENCE EUROPÉENNE DE LA SÉCURITÉ AÉRIENNE  
EUROPÄISCHE AGENTUR FÜR FLUGSICHERHEIT

# FCL Workshop

Workshop on Reg. 1178/2011 and 290/2012  
Copenhagen, Denmark 19 February 2013

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Rulemaking Directorate, FCL

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[easa.europa.eu](http://easa.europa.eu)



# Workshop Agenda

- Introduction – Development of FCL rules – rule structure
- Cover regulation - Aircrew Regulation
- Part-FCL – content and specific issues
- Part-ORA
- Part-ARA
- Other FCL related topics



# Agenda - Introduction

- Basic Regulation (BR)
- How the Agency developed the rules



## ➤ References

- **Basic Regulation:** [Regulation \(EC\) No 216/2008](#) of the European Parliament and of the Council of 20 February 2008 on common rules in the field of civil aviation and establishing an European Aviation Safety Agency, and repealing Council Directive 91/670/EEC, Regulation (EC) No 1592/2002 and Directive 2004/36/EC as amended;
- **Aircrew Regulation:** [Commission Regulation \(EU\) No 1178/2011](#) of 3 November 2011 laying down technical requirements and administrative procedures related to civil aviation aircrew pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council;
- **Amended Aircrew Regulation:** Aircrew regulation as amended by [Commission Regulation \(EU\) No 290/2012](#) of 30 March 2012





# Basic Regulation

- Regulation EC 1592/2002
  - Creation of EASA
  - Design
  - Maintenance



# Basic Regulation

- 1st extension EC 216/2008
  - FCL – Annex III, ER
    - Article 7 Pilots
    - Article 4 Basic principles and applicability
  - Cabin Crew
  - Air Operations
  - 8 April 2012



# Basic Regulation

- 2nd extension EC 1108/2009
  - ATM/ANS
  - ATCO
  - Aerodromes
  - 31 Dec 2012



# European Union and EFTA countries



27 EU states



4 EFTA states





# Core Activities (1/2)



## Product Certification

## Rulemaking

<b>Bundesrepublik Deutschland</b> Ministerium für Verkehr und Infrastruktur  Liste für Privatrechtliche Fluggesellschaften Stand: 1. Januar 2013	<b>Fluggesellschaft</b> Name ICAO-Code IATA-Code Fluggesellschaft Name ICAO-Code IATA-Code Fluggesellschaft Name ICAO-Code IATA-Code	<b>Flugzeugtyp</b> Name ICAO-Code IATA-Code Flugzeugtyp Name ICAO-Code IATA-Code Flugzeugtyp Name ICAO-Code IATA-Code	<b>Flugzeugtyp</b> Name ICAO-Code IATA-Code Flugzeugtyp Name ICAO-Code IATA-Code Flugzeugtyp Name ICAO-Code IATA-Code
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## Standardisation

## Organisation Approvals



## Safety Assessment of Foreign Aircraft

# Core Activities (2/2)



Third Country Operators

Safety Analysis and  
Research



European Aviation Safety  
Programme

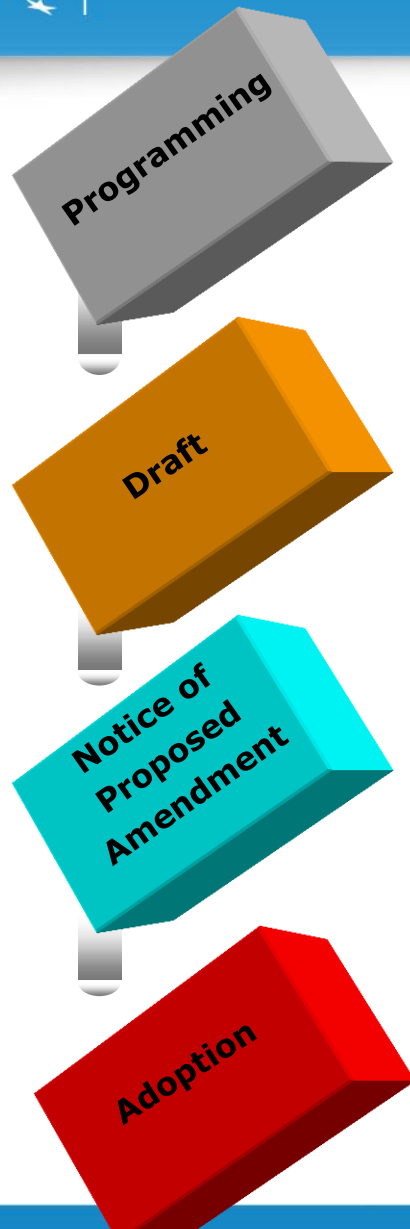
International Cooperation



Technical Training



# Working together with av. community



**Initiation**

**Rulemaking Program**

**Drafting - NPA**

**Consultation**

**Review of Comments**

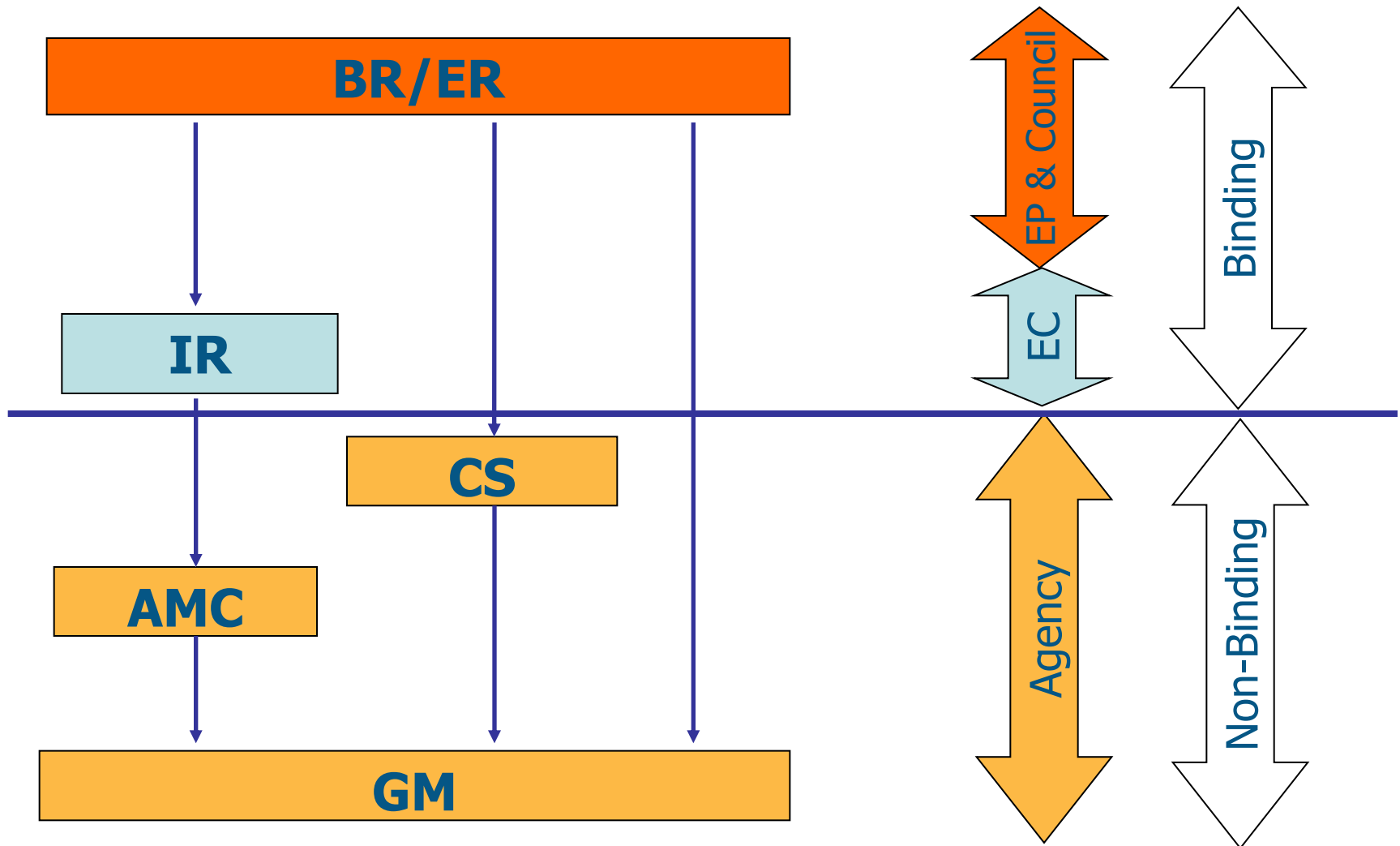
**Comment-Response Document**

**Executive Director  
Decision**

**Agency  
Opinion**

**Publication**

# EASA Regulatory framework







# EASA Regulatory framework

## **CS**

- Technical standards
- Building blocks

## **AMC**

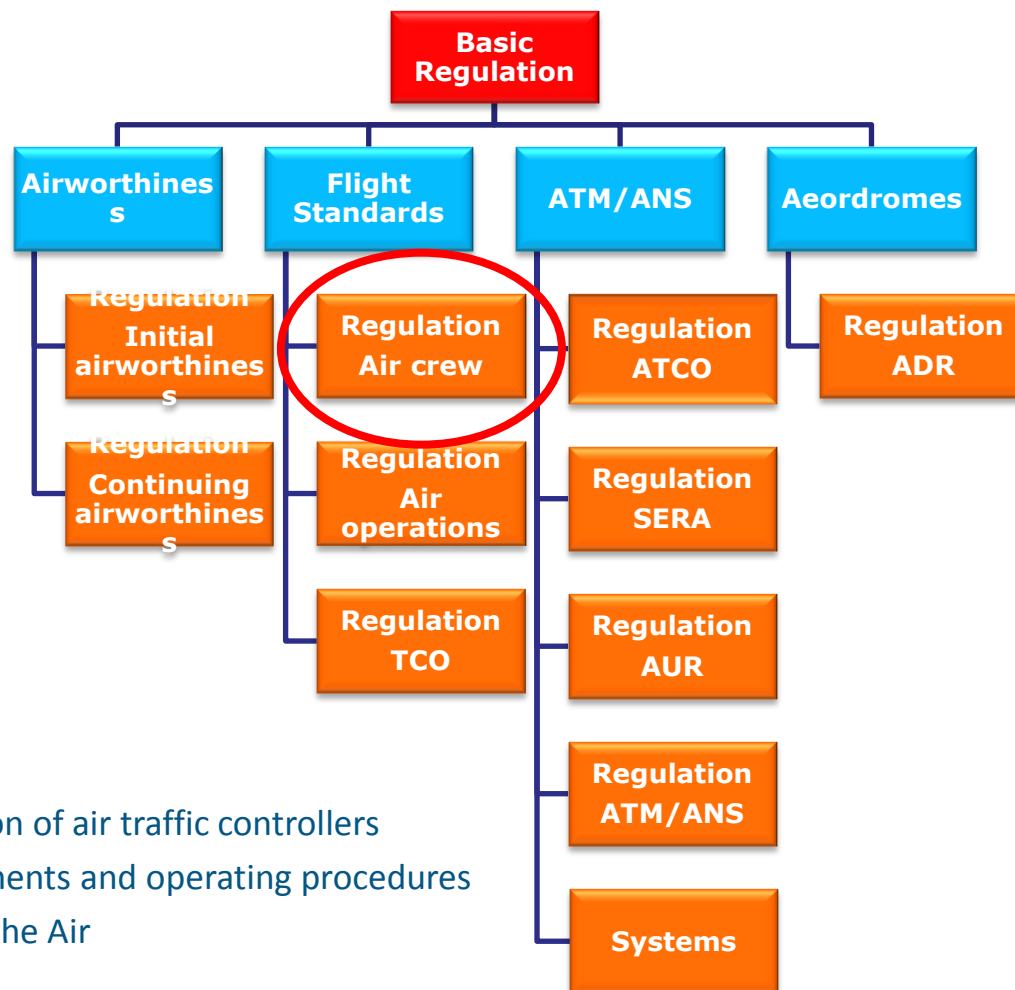
- Technical procedural material
- Presumption of compliance

## **GM**

- Interpretative or explanatory material
- Guidance



# Rule Structure



ADR: Aerodromes

ATCO: licensing and medical certification of air traffic controllers

AUR: common airspace usage requirements and operating procedures

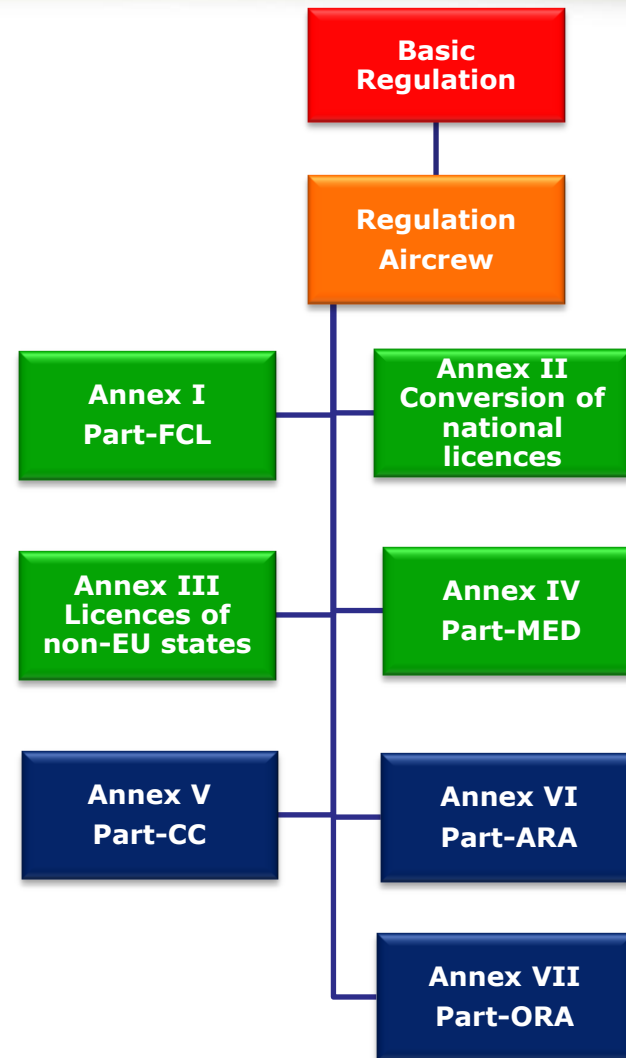
SERA: Standardised European Rules of the Air



# Regulation on Aircrew



- Commission Regulation (EU) 1178/2011 published in November
- Contains Cover Regulation, Annexes I – IV
- Decisions published in December (AMC and GM)

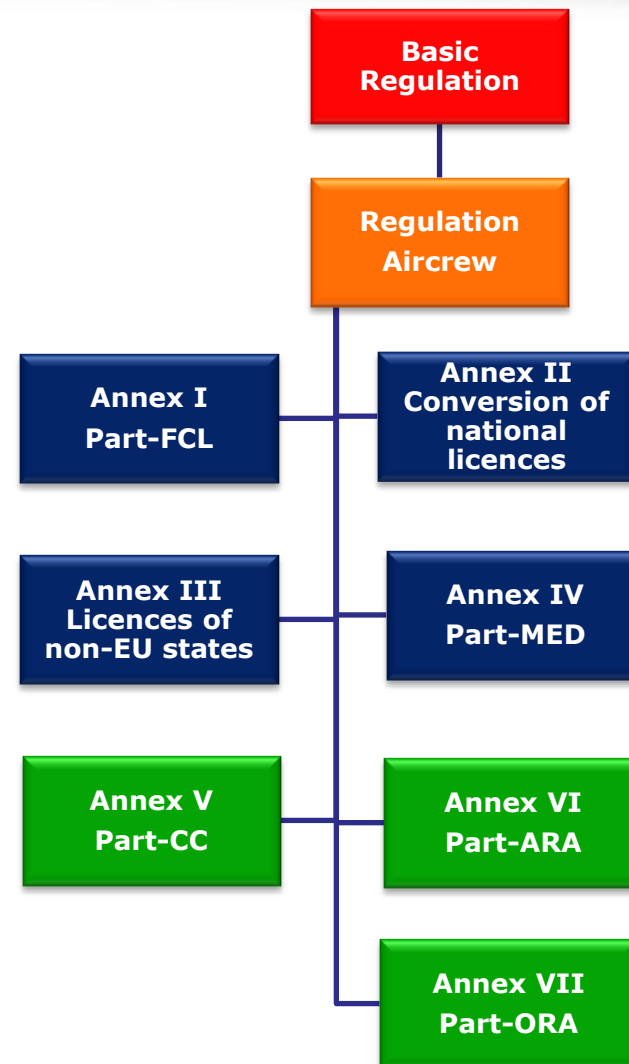




# Regulation on Aircrew



- **Commission Regulation (EU) 290/2012** published as amending regulation
- **Decisions published in April (AMC and GM)**
- **Structure and content of first 12 articles has been changed by the amending regulation**
- **Contains Cover Regulation, Annexes V – VII**





- **Agency of the European Union**

**In partnership with Member States**

**In cooperation with Stakeholders**

- **Regulating Aviation Safety**



# Workshop Agenda

- Introduction – Development of FCL rules – rule structure
- **Cover regulation - Aircrew Regulation**
- Part FCL – content and specific issues
- Part ORA
- Part ARA
- Other FCL related topics



# Aircrew Regulation

## **Cover Regulation**

(1178/2011 and 290/2012)

Annex I  
Part-FCL

Annex III  
Acceptance of TC  
licences

Annex VI  
Part-ARA

Annex II  
Conversion of  
national licences

Annex IV  
Part-Medical

Annex VII  
Part-ORA

Annex V  
Part-Cabin Crew



# Cover Regulation



Article	Title
1	Subject matter
2	Definitions
3	Pilot licensing and medical certification
4	Existing national pilots' licences
5	Medical certificates & AME certificates
6	Conversion of flight test qualifications
7	Existing flight engineers' licences
8	Acceptance of third country licences
9	Credit for training commenced prior to the application of the Aircrew regulation





# Cover Regulation



Article	Title
<b>10</b>	Credit for military licences
<b>10a</b>	Pilot training organisations
<b>10b</b>	FSTDs
<b>10c</b>	AeMCs
<b>11</b>	Cabin crew medical fitness
<b>11a</b>	CC qualifications and related attestations
<b>11b</b>	Oversight capabilities
<b>11c</b>	Transitional measures
<b>12*</b>	Entry into force and application

\* Also Article 2 of the Reg. 290/2012

## **Article 1 - Subject matter**

1. Pilots' licences
2. Certification of instructors and examiners
3. Medical certificates for pilots
4. Certification of AMEs
5. CC medical
6. CC attestations
7. ATOs, AeMCs
8. FSTD certification
9. Authority and organisation requirements



# Articles

## **Article 2**

### **Definitions**

1. Here you will find all definitions related to the cover regulation.
2. All annexes will have their proper chapter for definitions related to them.



# Articles

## **Article 3**

### **Pilot licensing and medical certification**

Reference how to  
comply with  
articles 4 and 7 of  
Regulation (EC)  
No 216/2008



## **Article 4**

### **Existing national pilots' licences**

1. JAR compliant licences
2. Conversion of non-JAR-compliant licences
3. Annex II or conversion report
4. Content of the conversion report
5. Documents to be attached to the CR
6. CRI – TRI conversion for SP HP complex (A) instructors and examiners
7. Special conditions for student pilots for LAPL



## **Article 5**

### **Existing national pilots' medical certificates and AME certificates**

1. JAR compliant medicals
2. Replacement of pilots' medicals and AMEs' certificates
3. Non JAR compliant medicals and AME certificates
4. Revalidation of medicals



## **Article 6**

### **Conversion of flight test qualifications**

1. Conversion of category 1 and 2 flight test qualifications
2. Conversion report



## **Article 7**

### **Existing national flight engineers' licences**

1. Conversion of ICAO Annex 1 flight engineer licences
2. Conversion report
3. Credit for ATPL(A)





## **Article 8**

### **Acceptance of 3rd country licences**

1. Acceptance in accordance with Annex III
2. Credit for ICAO Annex 1 licences holders
3. ATO recommendation
4. Specific credit for ATPL holders
5. (A) or (H) type ratings obtained in accordance with 3rd country rules



## **Article 9**

### **Credit for training commenced prior to the application of this Regulation**

1. Training in accordance with JAR-FCL
2. Training in accordance with ICAO Annex 1
3. Credit report



# Articles

## **Article 10**

### **Credit for military licences**

1. Apply to the Member State where served
2. Credit in accordance with a credit report
3. Content of the credit report



# Articles

**Article 10a**  
**ATOs**

**Article 10b**  
**FSTDs**

**Article 10c**  
**AeMCs**



# Articles

**Article 11**  
**CC Medical**

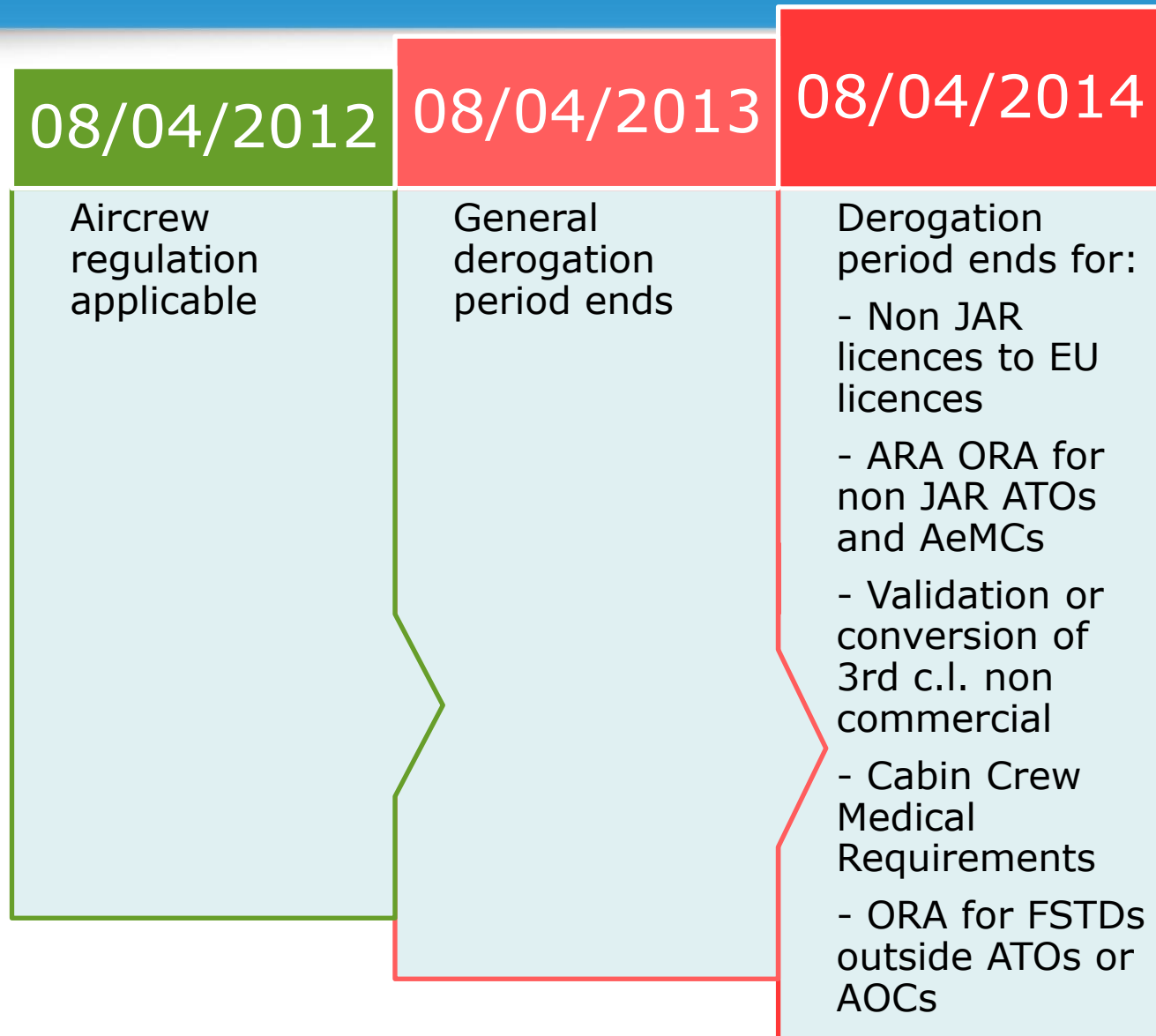
**Article 11a**  
**CC qualifications and attestations**

**Article 11b**  
**Oversight capabilities**

**Article 11c**  
**Transitional measures**  
**(organisations)**



# Article 12 - Deadlines





# Article 12 – Deadlines

08/04/2015

Derogation period ends for:

- PL, As, B, S
- LAPL
- Add. Ratings
- MCCI(H)
- MI, FTI
- CC
- ATOs LAPL, PPL, BPL, SPL
- ATOs flight test rating
- CC H
- LAPL Medical

08/04/2017

Latest date for replacement of:

- JAR ATOs (Article 10a)
- AeMCs (Article 10c)
- FSTD certificates (Article 10b)
- CC attestations (Article 11a)
- JAR-FCL medicals (Article 5)
- JAR-FCL AME certificates (Article 5)

08/04/2018

Latest date for replacement of JAR FCL licences with EU licences (Article 1 of Reg. 290/ 2012)



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# Aircrew Regulation

## Cover Regulation

(1178/2011 and 290/2012)

Annex I  
Part-FCL

Annex III  
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licences

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Part-ARA

Annex II  
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national licences

Annex IV  
Part-Medical

Annex VII  
Part-ORA

Annex V  
Part-Cabin Crew



## Annex I Part-FCL

Subpart A  
General Rules

Subpart E  
MPL

Subpart I  
Additional Ratings

Subpart B  
LAPL

Subpart F  
ATPL

Subpart J  
Instructors

Subpart C  
PPL / SPL / BPL

Subpart G  
IR

Subpart K  
Examiners

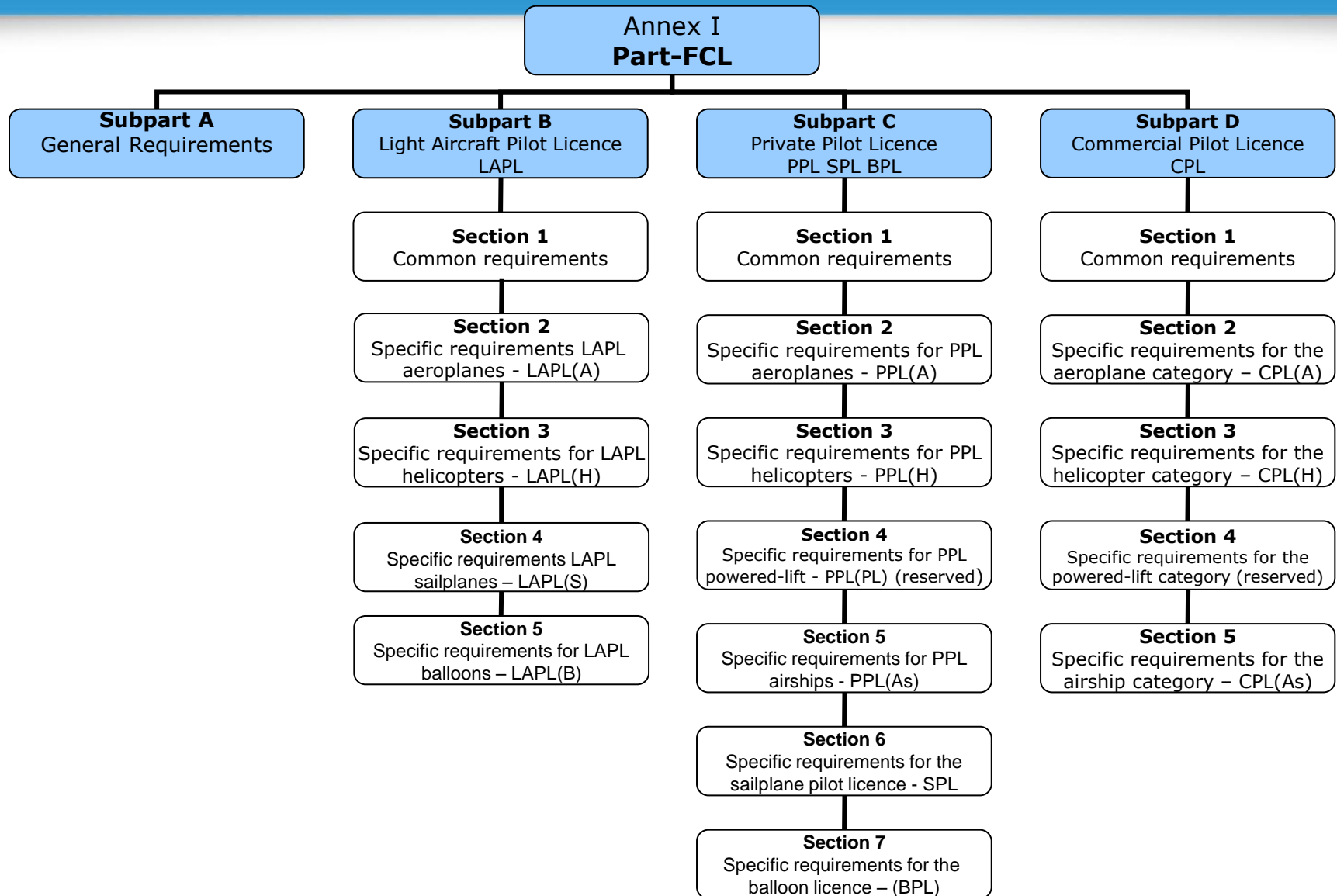
Subpart D  
CPL

Subpart H  
Class & Type

Decision  
2011/016  
AMC/GM

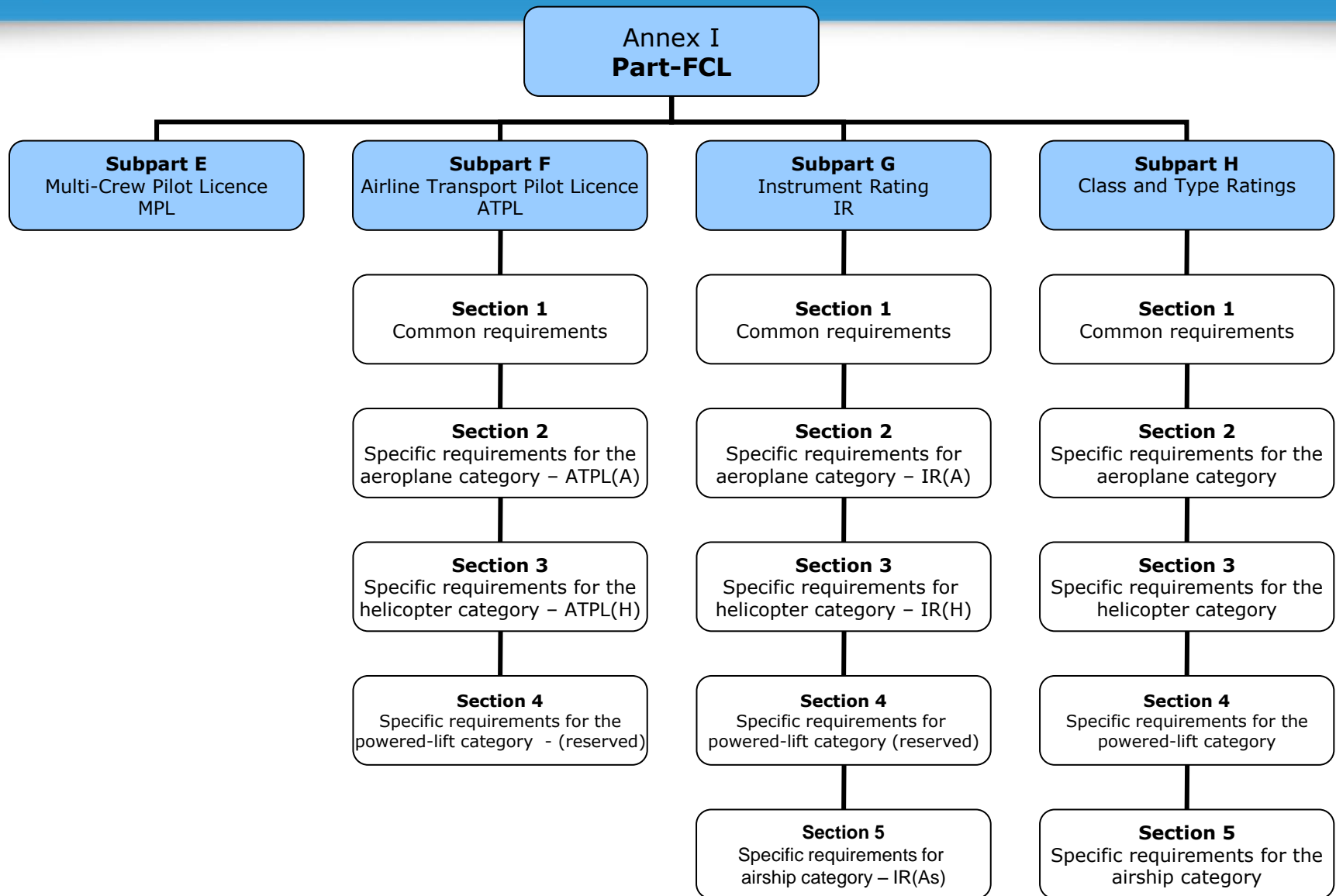


# Overview of Part.FCL



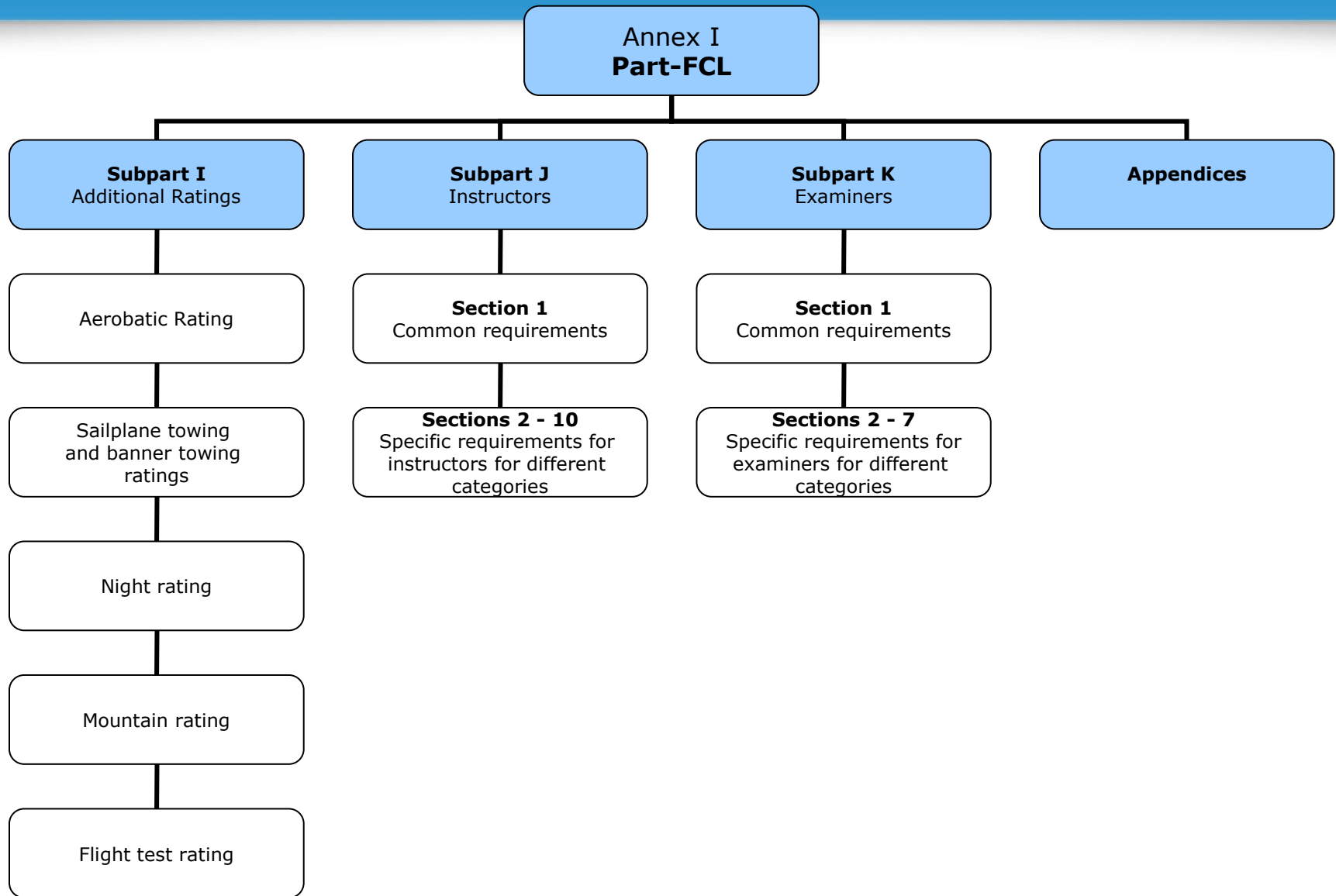


# Overview of Part-FCL





# Overview of Part.FCL





## Subpart A

### **Common Requirements**

### **FCL.001 Competent Authority**

- Designated by the MS
- The Authority to which a person applies for the issue of a licence and associated ratings
- There can be more than one Authority in a MS



## Subpart A

# **Common Requirements**

## **FCL.010 Definitions**

- Aerobatic flight
- Category of aircraft
- Cruise relief co-pilot
- Powered sailplane
- ..... and a lot more !!!



## Subpart A

### **Common Requirements**

### **FCL.015 Application & Issue of licences**

- Limitation or extension of privileges
- Any person shall hold only one licence per category of aircraft
- Application shall be submitted to the CA which initially issued the licence except...





## Subpart A

# **Common Requirements**

## **FCL.020 Student Pilot**

- Minimum age solo: A & H & As - 16 years
- Minimum age solo: S & B 14 years
- authorised & supervised by an instructor



# Subpart A



## **FCL.025 Theoretical knowledge**

After recommendation of the ATO

## **FCL.030 Skill test**

After recommendation of the ATO  
and TK exam, except

## **FCL.035 Crediting flight time and TK**



## Subpart A

# **Common Requirements**

## **FCL.055 Language Proficiency**

- ICAO requirements transferred
- A, H, As & powered-lift
- English or language used for R/T
- Level 4 – 4 years
- Specific requirement for IR



# Subpart A



## **Common Requirements**

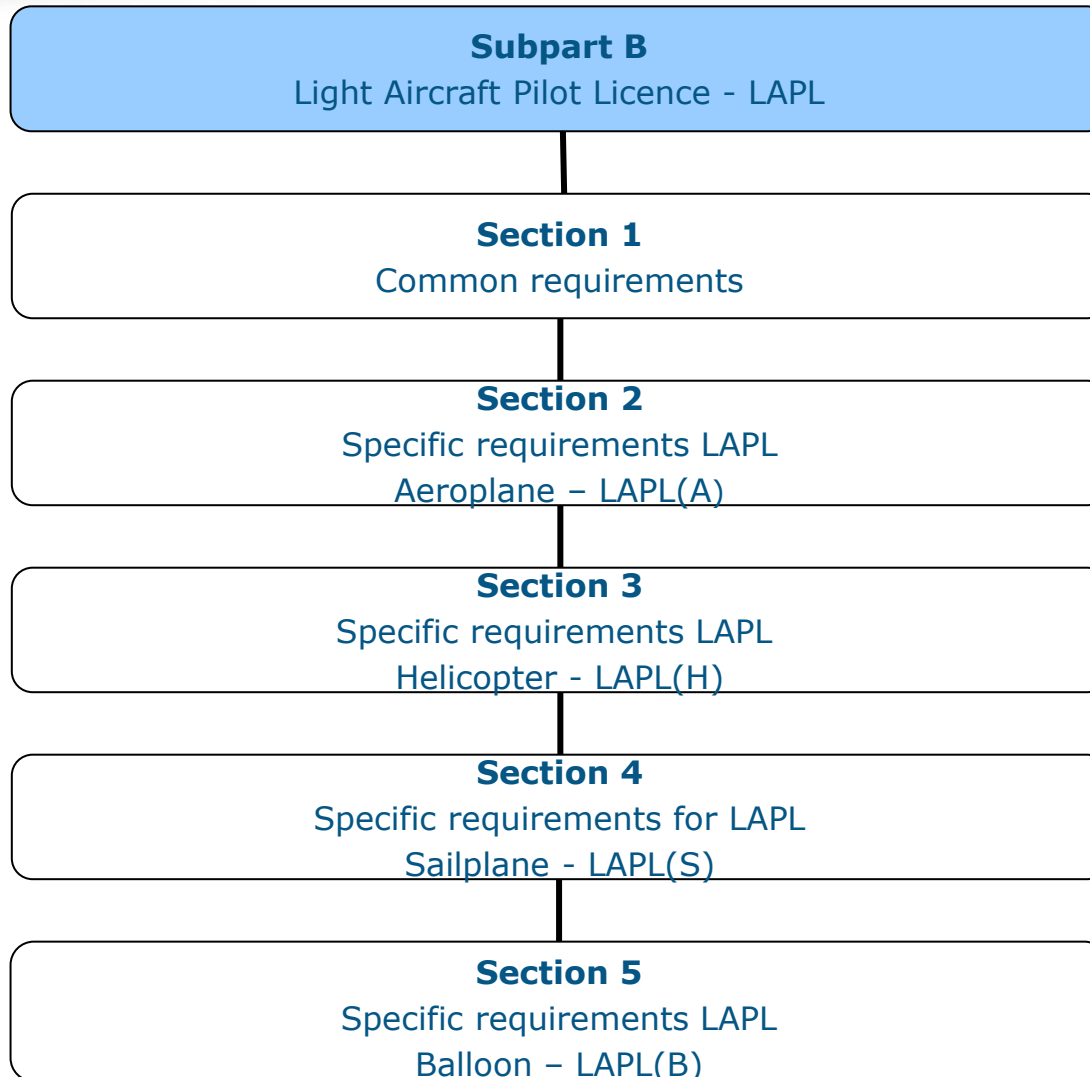
**FCL.060 Recent experience**

**FCL.065 Maximum age for CAT**

**FCL.070 Revocation, susp. & limitation**



# Subpart B - structure





## **Subpart B in Part-FCL**

- Similar like existing national licences
- Minimise administrative burden for GA
- „Lifetime“ licence with recency requirements
- EU only and different medical
- Might be an alternative for conversion



# Light Aircraft Pilot License

**LAPL(H)**



**LAPL(A)**



**TMG**

**LAPL(S)**



**TMG**

**LAPL(B)**





# Light Aircraft Pilot Licence



## **LAPL(A)**

- 2t MTOM, single-engine piston land & TMG
- At least 30 hours training
- Crediting for prior experience
- Theoretical knowledge as for PPL
- Separate skill test form
- Lower medical requirements (GMP)





## **LAPL(A)**

- Revalidation ? Recency ?
- Where can I find this ?

**See Part-FCL: FCL.140.A**



# Subpart C - PPL, SPL, BPL

## **Subpart C**

Private Pilot Licence  
PPL SPL BPL

### **Section 1**

Common requirements

### **Section 2**

Specific requirements for PPL  
aeroplanes - PPL(A)

### **Section 3**

Specific requirements for PPL  
helicopters - PPL(H)

### **Section 4**

Specific requirements for PPL  
powered-lift - PPL(PL) (reserved)

### **Section 5**

Specific requirements for PPL  
airships - PPL(As)

### **Section 6**

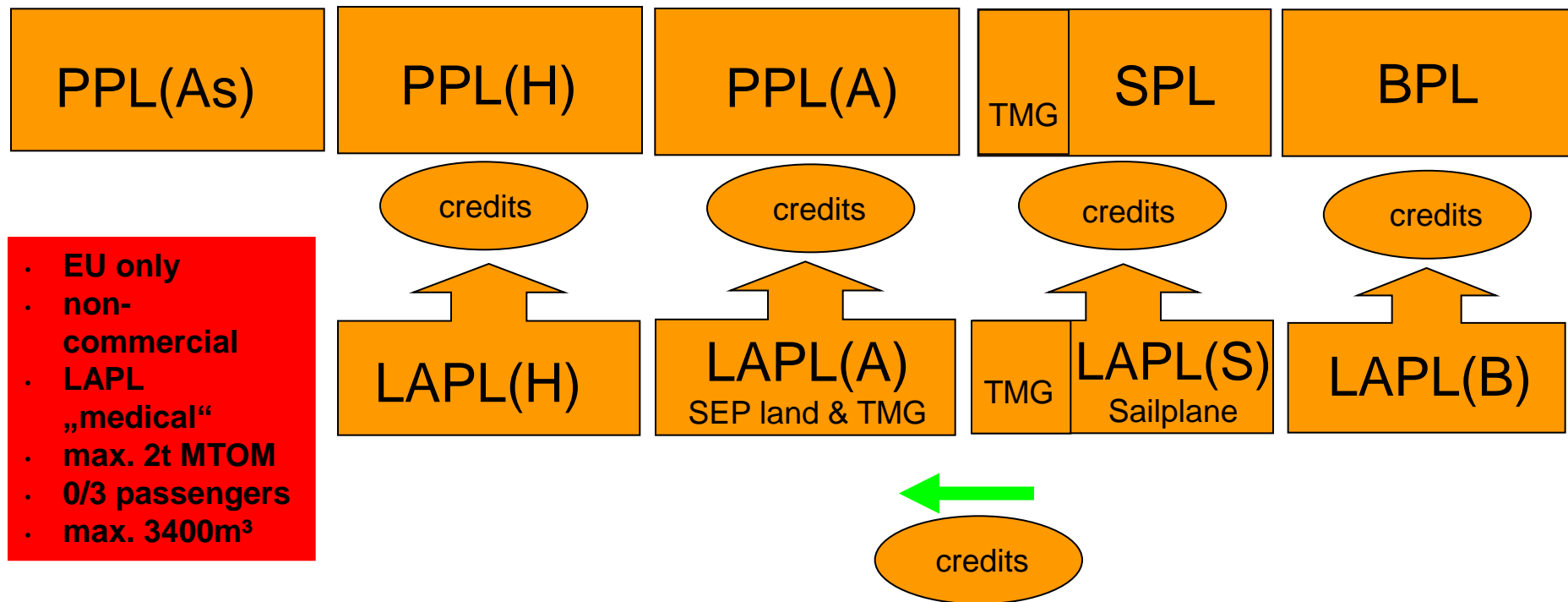
Specific requirements for the  
sailplane pilot licence - SPL

### **Section 7**

Specific requirements for the  
balloon licence – (BPL)



# PPL - SPL - BPL





# PPL – SPL – BPL



## ➤ Subpart C

- PPL(A) & (H) & (As) – SPL – BPL
- PPL(A) & (H) – JAR-FCL transfer
- PPL(As) new
- SPL – as LAPL(S) (but Class II medical)
- BPL – as LAPL(B) (but Class II medical)



# Subpart C

## Section 1

### Common requirements

- Minimum age
  - PPL – 17 years
  - BPL and SPL – 16 years
- Training course in an ATO
- TK examination (common & specific subjects)
- Skill test



# Subpart C

## **PPL(A) – Section 2**

### **Specific requirements**

- FCL.205.A Privileges - ICAO wording but „may receive remuneration“ for instructors and examiners (also PPL(H), PPL(As), SPL and BPL)
- Experience & crediting like in the JARs
- LAPL(A) „upgrade“
- LAPL(S) & TMG: „specific upgrade“



# Subpart C

## **SPL - BPL**

## **Specific requirements**

- SPL & BPL similar as for LAPL
- Commercial privilege added
- Groups for balloons introduced
- Balloon classes specified in AMC1  
FCL.135.B; FCL.225.B



# Subpart D - CPL

- Minimum age – 18 years
- Privileges
  - All privileges of LAPL and PPL
  - PIC or co-pilot other than commercial air transport
  - PIC in CAT SP aircraft
  - Co-pilot in CAT
- Theoretical and practical training
- Class- or type rating training
- Skill test
- Specific conditions for MPL holders

**Subpart D**  
Commercial Pilot Licence  
CPL





# Subpart E - MPL

- Minimum age – 18 years
- Privileges
  - Co-pilot in MPA
  - Additional privileges (PPL(A) and or CPL(A)) if additional conditions are fulfilled
  - IR(A) restricted to MPA

**Subpart E**  
Multi-Crew Pilot Licence  
MPL



# Subpart E - MPL

- Integrated training course, competency based training
- Skill test on a ME turbine powered MPA
- ATO linked to a CAT operator

**Subpart E**  
Multi-Crew Pilot Licence  
MPL



# Subpart F - ATPL

- Minimum age – 21 years
- Privileges
  - All privileges of LAPL, PPL and CPL
  - PIC in CAT
- Theoretical knowledge
- CPL or MPL
- MPA Type rating
- Experience
- Skill test

**Subpart F**  
Airline Transport Pilot Licence  
ATPL



# Subpart G - IR

**Subpart G**  
Instrument Rating  
IR

- PPL, CPL, MPL and ATPL with IR in appropriate aircraft category
- Privileges
  - Fly an aircraft under IFR with min. decision height 200 feet (60 m)
- PPL plus night rating or CPL in the appropriate aircraft category
- Or ATPL in another aircraft category
- Theoretical knowledge
- Skill test
- Validity 1 year



# Subpart H – CR/TR

- PPL, CPL, MPL or ATPL in the appropriate aircraft category
- Privileges to act as a pilot on the class or type of aircraft
- Theoretical knowledge
- Skill test

**Subpart H**  
Class and Type Ratings



# Class and type ratings

- LAPL, SPL and BPL licences don't have ratings
- Class and type rating lists on the EASA webpage:

<http://easa.europa.eu/certification/experts/typeratings-list-licence-endorsement-list.php>

- Type ratings (H)
- Single-pilot and multi-pilot ratings (A)
- HPA types are already marked
- In the future also complex types will be marked on the list



# Training courses

## 1) FCL.725:

*The type rating training course shall include the mandatory training elements for the relevant type as defined in the **operational suitability data (OSD)** established in accordance with Part-21.*

## 2) Appendix 9:

*Unless otherwise determined in the **OSD**, the syllabus of flight instruction shall comply with **Appendix 9**. The syllabus may be reduced to give credit for previous experience on similar aircraft types, as determined in the OSD.*



# Class and type ratings

- Recommendations to be followed when developing type rating courses in accordance with Part-ORA and AMCs
  - theory and flight training items included
  - see AMC2 and AMC3 for ORA.ATO.125
- Initial and additional TR(H) – flight instruction in AMC2 FCL.725(a)
- Syllabi for TK in AMC1 FCL.725(a)





# Class and type ratings

- General information on OSD:
  - OSDs are not yet published
  - estimated timetable: early 2014
- published OEB reports will be transformed to OSDs
- current OEB reports:  
<http://www.easa.europa.eu/certification/experts/OEB-reports.php>



# Class and type ratings

- Prerequisites for aeroplane type ratings
  - **SP ME** -> 70 h PIC on aeroplanes
  - **SP HPA non-complex** -> 200 h total, 70 h PIC on aeroplanes, HPA course or ATPL(A) TK exams, MCC course if MP operations
  - **SP HPA complex\*** -> as above, and for the issue of the rating, fulfil ME/IR(A) requirements
  - **Multi-pilot** -> 70 h PIC on aeroplanes, ME/IR(A), ATPL(A) TK exams, MCC course (if not included)

\* Definition in the BR



# Class and type ratings

- Cruise relief co-pilot rating
  - operations in multi-pilot aeroplane above FL200
  - rulemaking task FCL.004
  - developing detailed type rating requirements taking into account Part-FCL and Part-CAT requirements



# Class and type ratings

- HPA TK course

- see syllabus AMC1 FCL.720.A(b)(2)(i)

- ZFTT training

- flight experience requirement 1500h/250 route sectors or 500h/100 route sectors depending on FFS level

- see FCL.730.A and also ORA.ATO.330



# Class and type ratings

- Prerequisites for helicopter type ratings
  - **SP ME** -> pre-entry course or ATPL(H) TK exams, 70 h PIC on helicopters (or have completed an integrated course)
  - **Multi-pilot** -> 70 h PIC on helicopters, ATPL(H) TK exams, MCC course (if not incl. and no previous MP experience)



# Class and type ratings

- Prerequisites for powered-lift type ratings
  - applicant shall have either a frozen ATPL or an ATPL for aeroplanes or helicopters
  - in addition specific experience required
- No powered-lift licence, only type ratings



# Class and type ratings

- ▶ Prerequisites for airship type ratings
  - ▶ **Multi-pilot** -> 70 h PIC on airships, MCC course



# Class and type ratings

- Multi-crew co-operation course
  - 25 h theory, airships 12 h
  - amount of practical training depends on which training course was chosen
  - see syllabus AMC1 FCL.735.A; FCL.735.H
- MCC course valid also for other categories





# Class and type ratings

## ► Theoretical knowledge examination for class/type

Class / type	Examination	Number of questions
Single engine	Verbal by examiner	Satisfactory to examiner
Single-pilot ME	Written, multiple-choice	Depends on aircraft
Single-pilot HPA	Written, multiple-choice	60
Multi-pilot	Written, multiple-choice	100



# Class and type ratings

Skill test according to Appendix 9

Report forms for:

- SP aeroplanes
- **MP and SP HPA complex aeroplanes**
- class rating SEA
  - see also syllabus in AMC1 FCL.725.A(b)
- SP and MP helicopters
- **Powered lift type ratings**
- **Airship type ratings**



# Class and type ratings

Applicant shall pass the skill test

- within 6 months **after commencement** of the training course **and**
- within 6 months **preceding the application** for the issue of the rating



# Class and type ratings

- From one variant to another
  - differences or familiarisation training
  - if no flying with the variant for two years, further differences training or a prof check required
    - except SEP and TMG ratings
- GM1 FCL.710:
  - differences training requires the acquisition of additional knowledge and training on an appropriate training device or the aircraft
  - familiarisation training requires the acquisition of additional knowledge



# Class and type - Revalidation

## ➤ Aeroplanes:

### ➤ ME class ratings and type ratings:

- Valid for 1 year
- Proficiency check + experience
- if working for a CAT operator -> combined OPC+LPC

### ➤ SP SE and TMG class ratings:

- Valid for 2 years
- Proficiency check or
- For SEP and TMG experience + training flight
- Combined revalidation of SEP and TMG



# Class and type - Revalidation

## ➤ Helicopters

- prof check + 2 h experience
- possible to combine prof check for pilot holding several SEP type ratings or pilot holding several SET type ratings (below 3175kg) - see FCL.740.H

## ➤ Powered-lift ratings

- prof check + experience

## ➤ Airship ratings

- prof check + experience



# Class and types - Renewal

- Refresher training + prof check
- Guidance in AMC1 FCL.740(b)(1):
  - expired less than 3 months: no supplementary requirements
  - expired 3 months to 1 year: a minimum of two training sessions;
  - expired 1 year to 3 years: a minimum of three training sessions in which the most important malfunctions in the available systems are covered;
  - expired more than 3 years: the applicant should again undergo the training required for the initial issue of the rating or, in case of helicopter, the training required for the 'additional type issue', according to other valid ratings held.



# Subpart I – Additional ratings

- Hold a pilot licence
- Privileges
  - Aerobatic rating
  - Sailplane towing and banner towing ratings
  - Night rating
  - Mountain rating
  - Flight test rating
- Theoretical knowledge + practical training
- Skill test for mountain rating

**Subpart I**  
Additional ratings





# Aerobatic rating

For holders of an aeroplane pilot licence, TMG or sailplane pilot licence

- Also possible for LAPL holder

Privileges are limited to the category on which training was performed

- Extension via additional training

What is required:

- Specified PIC flight experience and
- Theoretical knowledge and flight training at ATO



# Sailplane towing and banner towing ratings

- For holders of a pilot licence for flying aeroplanes or TMG
  - also for LAPL holders
- What is required:
  - specified PIC flight experience and
  - Theoretical knowledge and flight training at ATO
    - familiarisation flights with sailplane if no LAPL(S) or SPL licence



# Sailplane towing and banner towing ratings

- More experience required for banner towing rating
- Privileges of sailplane or banner towing are limited to aeroplanes or TMGs
  - extension via additional training
- Recency requirement 5 tows during last 24 months



# Night rating

For holders of a pilot licence for aeroplanes, TMG, helicopters, airships and balloons

- Also for LAPL holders (except LAPL(H))

What is required:

- Theoretical knowledge and flight training at ATO
- From LAPL holders also basic instrument flight training
- From helicopter pilots specified flight experience
- From balloon pilots only flight training



# Night rating

## PPL(H) night rating syllabus in AMC1 FCL.810(b)

- Corresponding syllabus for aeroplanes under development
- Rulemaking task FCL.002



# Mountain rating

- For holders of a pilot licence for aeroplanes or TMG
  - also for LAPL holders
  - helicopter mountain rating included in future rulemaking task FCL.016
- To be operated by wheels or by skis
  - extension of privileges via familiarisation training



# Mountain rating

## What is required:

- Theoretical knowledge and flight training at ATO
- Skill test (incl. verbal theory exam)
- Airfield specifically approved

Rating is valid for 2 years

Revalidation via recent experience or prof check

Renewal via prof check



# Flight test rating

- For holders of aeroplane or helicopter pilot licences
- For category 1 or 2 flight testing
  - helicopters certificated/to be certificated according to CS-27 or CS-29 and
  - aeroplanes according to CS-25 or CS-23 (except MTOM below 2000kg)
  - or equivalent airworthiness codes





# Flight test rating

- What is required
  - CPL/IR in the appropriate category
  - specified flight experience
  - training course at ATO
- Privileges will be limited to the flight test and aircraft category on which training was performed
  - extension via additional training



# Subpart J - Instructors

## General

### Subpart J Instructors

- Hold the same licence and rating for which they give training
- Act as PIC
- Training course – theory & practical
- Assessment of competence
- Certificate valid for 3 years



# Instructor **certificates**

Flight instructor FI

Type rating instructor TRI

Class rating instructor CRI

Instrument rating instructor IRI

Synthetic flight instructor SFI

Multi-crew cooperation instructor MCCI

Synthetic training instructor STI

Mountain rating instructor MI

Flight test instructor FTI

## Key points of Subpart J

- Instructors need to
  - be trained for **competences** laid down in FCL.920
    - earlier only for MPL(A) instructors
    - includes threat and error management (TEM)
  - pass an **assessment of competence**
    - report forms in AMC section
    - except MCCI, STI, MI and FTI



# Instructors

## **Instructor competences:**

- Prepare resources
- Create a climate conducive to learning
- Present knowledge
- Integrate Threat and Error Management (TEM) and crew resource management
- Manage time to achieve training objectives
- Facilitate learning
- Assess trainee performance
- Monitor and review progress
- Evaluate training sessions
- Report outcome

See performance and knowledge standards in AMC1 FCL.920

## Certificate validity

- valid for three years
- MI valid as long as the other instructor certificate held is valid

## Requirements for different instructor privileges **vary:**

- previous flight experience
- training
- checking
  
- revalidation and renewal

## What is new?

- FI to instruct for LAPL, SPL, BPL, towing and aerobatic rating
  - FI for LAPL -> no CPL theory requirement
- TRI to instruct for SP HP complex aeroplanes and powered-lift type ratings
- any limitation or extension to be endorsed on the licence



## SP HPA complex aeroplanes

- Former instructor ratings to be converted (FI, CRI and STI)

Grandfather rights according to Article 4:

***Holders of a class rating instructor certificate or an examiner certificate who have privileges for single-pilot high performance complex aircraft shall have those privileges converted into a type rating instructor certificate or an examiner certificate for single-pilot aeroplanes.***

## TRI privileges

- TRI(MPA):
  - for multi-pilot type ratings
  - for SP HPA complex type ratings in multi-pilot operations
- TRI(SPA):
  - for SP HPA complex type ratings in single-pilot operations
- For SFI and TRI certificates
- For revalidation and renewal of IR, if IR holder

CRI privileges restricted to class or type in which the assessment was taken

- Extension via 15 h PIC experience and one training flight

MCCI and STI privileges are restricted to FSTD in which the course was taken

- MCCI: extension via practical training
- STI: extension via practical training and checking

## **Mountain Rating Instructor MI**

- shall hold
  - FI, CRI or TRI certificate; and
  - single-pilot aeroplane rating; and
  - mountain rating
  
- pre-entry flight test before training course

## **Flight Test Instructor FTI**

- shall hold
  - flight test rating; and
  - 200 h experience of flight testing
- no assessment of competence for MI or FTI
  - instructor competencies are assessed continually during the training course



# Instructors - revalidation

- FI, IRI, SFI: fulfil 2 of 3 requirements
- CRI: fulfil 1 of 3 requirements  
**= Experience, refresher seminar, assessment of competence (every 2<sup>nd</sup> time)**
- MCCI – experience as MCCI
- STI – experience and prof. check
- FTI – FT experience or instruction experience or refresher seminar



# Instructors - revalidation

- TRI: fulfil 1 of 3 requirements
  - = Experience, refresher seminar, assessment of competence (every 2<sup>nd</sup> time)
- TRI holding privileges for more than one type in the same category
  - > assessment in one type revalidates also the others



# Subpart K - Examiners

- Hold the same licence, rating and instructor rating or certificate for which they take examinations
  - Except SFE: hold or have hold licence
- Act as PIC
- Demonstrate relevant knowledge
- Not been subject to sanctions





# Subpart K - Examiners

- Standardisation course:
  - theory + practical + national briefing
- Assessment of competence
- Valid for 3 years
- **Special authorisation for revalidation endorsements on the licence**



## Flight examiner FE

- FE(A), FE(H), FE(As), FE(S) and FE(B)

## Type rating examiner TRE

- TRE(A), TRE(H) and TRE(PI)

## Class rating examiner CRE

- CRE(A)

## Instrument rating examiner IRE

- IRE(A), IRE(H) and IRE(As)

## Synthetic flight examiner SFE

- SFE(A), SFE(H) and SFE(PI)

## Flight instructor examiner FIE

- FIE(A), FIE(H), FIE(As), FIE(S) and FIE(B)

## Major differences to JAR-FCL

- Part-FCL examiner holds a certificate instead of an authorisation
  - increased liability issues for examiner – it is advised to have a ‘professional indemnity’ insurance.
- If examiner’s certificate and applicant’s licence are issued by different member states, the examiner must:
  - pre-notify the competent authority of the licence holder
  - receive a briefing from the competent authority of the licence holder on national admin procedures, requirements for protection of personal data, liability, accident insurance and fees

## Major differences to JAR-FCL - continued

- TRE conducts test/check for SP HPA complex aeroplane type ratings
- CRE's perform test/check for class and type ratings for single pilot aeroplanes, except SP HPA complex aeroplanes
- Authorities are no longer able to refuse a Part-FCL certified examiner, who complies with the requirements.

## Guidance for examiners in Part-FCL and also in Part-ARA

- record-keeping for 5 years
- report forms shall be submitted to both the own authority and to the applicant's authority
- vested interests (for example instructor/student)
- privilege to revalidate or renew rating or certificate if authorised by the competent authority

## Timeline:

From 8<sup>th</sup> April 2012

- JAR Examiner Authorisations are Part-FCL examiner certificates.

From 8<sup>th</sup> April 2013 (at the latest depending on MS's derogation status)

- new Examiner certificates issued upon re-issue of authorisation
- examiner brief required
- pre-notification required



# Appendices to Part-FCL

- **A 1** – Crediting of theoretical knowledge
- **A 2** – Language Proficiency Rating Scale
- **A 3** – Training courses for the issue of a CPL and an ATPL
- **A 4** – Skill test for the issue of a CPL
- **A 5** – Integrated MPL training course



# Appendices to Part-FCL

- **A 6** – Modular training courses for the IR
- **A 7** – IR skill test
- **A 8** – Cross-crediting of the IR part of a class or type rating proficiency check
- **A 9** – Training, skill test and proficiency check for MPL, ATPL, type and class ratings, and proficiency check for IRs





# Workshop Agenda

- Introduction – Development of FCL rules – rule structure
- Cover regulation - Aircrew Regulation
- Part-FCL – content and specific issues
- **Part-ORA**
- Part-ARA
- Other FCL related topics



## Cover Regulation

(1178/2011 and 290/2012)

Annex I  
Part-FCL

Annex III  
Acceptance of TC  
licences

Annex VI  
Part-ARA

Annex II  
Conversion of  
national licences

Annex IV  
Part-Medical

Annex VII  
Part-ORA

Annex V  
Part-Cabin Crew



# Part-ORA Subpart GEN

ORA.GEN contains the general provisions that are applicable to all approved organisations

- Section I: General
- Section II: Management

These are complemented with the following ATO specific provisions



## ORA.ATO Specific requirements related to Approved Training Organisations

- Section I: General
- Section II: Additional requirements for ATOs providing training for CPL, MPL, ATPL & associated ratings and certificates
- Section III: Additional requirements for ATOs providing specific types of training



# Part-ORA Subpart GEN Section I

<b>Paragraph</b>	<b>Title</b>
<b>ORA.GEN.105</b>	<b>Competent authority</b>
<b>ORA.GEN.115</b>	<b>Application for an organisation certificate</b>
<b>ORA.GEN.120</b>	<b>Means of compliance</b>
<b>ORA.GEN.125</b>	<b>Terms of approval and privileges of an organisation</b>
<b>ORA.GEN.130</b>	<b>Changes to organisations</b>
<b>ORA.GEN.135</b>	<b>Continued validity</b>
<b>ORA.GEN.140</b>	<b>Access</b>
<b>ORA.GEN.150</b>	<b>Findings</b>
<b>ORA.GEN.155</b>	<b>Immediate reaction to a safety problem</b>
<b>ORA.GEN.160</b>	<b>Occurrence Reporting</b>



# General ARs for ATOs - HIGHLIGHTS

## **ORA.GEN.105 Competent authority**

For organisations in the territory of a Member State

**Authority designated by the Member State**

For organisations in a third country

**The Agency**



# General ORs for ATOs - HIGHLIGHTS

## **ORA.GEN.120**

Alternative means of compliance: need to demonstrate to the competent authority how the safety objective will be met

## **AMC1-ORA.GEN.120(a)**

- risk assessment should be completed
- should demonstrate that an equivalent level of safety to that established by the AMC adopted by the Agency is reached



# General ORs for ATOs - HIGHLIGHTS

## **ORA.GEN.115**

Application for an organisation certificate

- competent authority develops the procedures
- the organisation shall provide documentation including a procedure describing how changes **not requiring prior approval** will be managed and notified





# General ORs for ATOs - HIGHLIGHTS

## **ORA.GEN.130 Changes**

Changes requiring prior approval :

- changes to the scope of the certificate
- changes to the terms of approval (list of training courses and FSTDs used)
- changes in the organisation's management: lines of responsibility and accountability
- changes in the safety policy
- additional changes as agreed upon initial certification (procedure)



## **ORA.GEN.135 Continued validity**

- No expiry date on the certificate
- The organisation needs to remain in compliance with the relevant regulation



## **ORA.GEN.140 Access**

The authority must get access to the ATO to determine

- the continued compliance of any facility, aircraft, document, records, data, procedures and other relevant material



## **ORA.GEN.150 Findings**

The organisation shall:

- Identify the root cause of findings,
- Define a corrective action plan and
- Demonstrate corrective action implementation



## **ORA.GEN.155 Immediate reaction to a safety problem**

The organisation shall implement:

- any safety measures mandated by the competent authority (ARA.GEN.135)
- mandatory safety information issued by the Agency (ADs and OSD related directives)



# General ORs for ATOs - HIGHLIGHTS

## **ORA.GEN.160 Occurrence reporting**

- in a form and manner established by the competent authority
- as soon as practicable, but in any case within 72 hours (unless exceptional circumstances prevent it)



# Part-ORA Subpart GEN Section II

<b>Paragraph</b>	<b>Title</b>
<b>ORA.GEN.200</b>	<b>Management system</b>
<b>ORA.GEN.205</b>	<b>Contracted activities</b>
<b>ORA.GEN.210</b>	<b>Personnel requirements</b>
<b>ORA.GEN.215</b>	<b>Facility requirements</b>
<b>ORA.GEN.220</b>	<b>Record-keeping</b>



# Safety Management System

## ICAO Definitions

- **SMS:** A systematic approach to managing safety, including the necessary organizational structures, accountabilities, policies and procedures.
- **Safety.** The state in which risks associated with aviation activities are reduced and controlled to an acceptable level.
- **Safety risk.** The predicted likelihood and severity of the consequences or outcomes of a hazard.
- **Hazard.** A condition or an object with the potential to cause death, injuries to personnel, damage to equipment or structures, loss of material, or reduction of ability to perform a prescribed function.





# Safety Management System

## In other words

- a safety management system is a series of defined, organisation-wide processes that provide for **effective risk-based decision-making** related to the organisation's daily business
- globally speaking, SMS focuses on **maximizing opportunities to continually improve the overall safety of the aviation system**



# Safety Management System

## Why do we need one?

- ***the complexity of the aviation system requires systematic, proactive, performance based management of safety that should be fully integrated with operations***
- ***compliance with regulations alone does not ensure safety***
- ***organisations need management systems that allow them to identify random causes of potential accidents & incidents (regulations cannot capture these)***



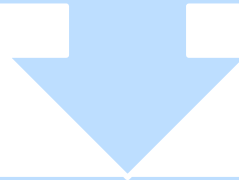
# Organisation Requirements & SMS

- **ORs do not explicitly refer to SMS. Section II of Part-ORA Subpart GEN deals with “management system”**
- **ORA.GEN.200 and related AMCs/GM set out what is needed in terms of management system. These, together with the relevant provisions of the Basic Regulation, provide for compliance with the relevant ICAO SARPS on SMS**



# Integrated approach

SMS should not be implemented through an additional management system requirement superimposed onto the existing rules, but be fully integrated in the organisation's existing management system.



Safety management should include every facet of management that may impact aviation safety (financial, operational, health and safety, etc...).



Safety, as well as compliance with rules, should be a concern for all personnel and for all activities of an organisation.



# Management system in a nutshell

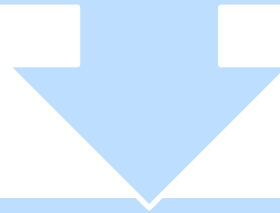
- Clearly defined lines of **responsibility and accountability**
- **Safety policy**
- **Identification** of aviation **safety hazards**, their **evaluation** and the **management of associated risks**, actions to **mitigate the risk** and **verify their effectiveness**
- To maintain **staff** trained and competent
- **Documentation** of all management system key processes
- Function to monitor **compliance** of the organisation, including a **feedback system**



# Proportionality

*The management system shall correspond to the size of the organisation and the complexity of its activities, taking into account the hazards and associated risks inherent in these activities.*

*(see also ICAO Annex 6 Appendix 7)*



## ***How is this achieved?***

*different sets of AMCs for  
"complex" and "non-complex"  
organisations*

*details of SMS implementation  
are contained as AMC*



## **Definition of organisational complexity - three criteria (AMC1 ORA.GEN.200(b))**

- size, in terms of staffing (>20 FTEs)
- complexity of the activities
  - number of operating sites,
  - number and type of contractors, ..
- risks involved
  - type of operations, e.g. specialised operations (helicopter hoist)
  - different types of aircraft
  - operating environment (mountainous areas, offshore, ..)



## **ORA.GEN.120 Means of compliance**

### **“alternative means of compliance”**

Organisations may use an alternative means of compliance to the AMC adopted by the Agency.

- Approval by the competent authority
- Equivalent level of safety
- Authorities will notify the Agency of the alternative means they have approved and inform other MS



## Management system in short:

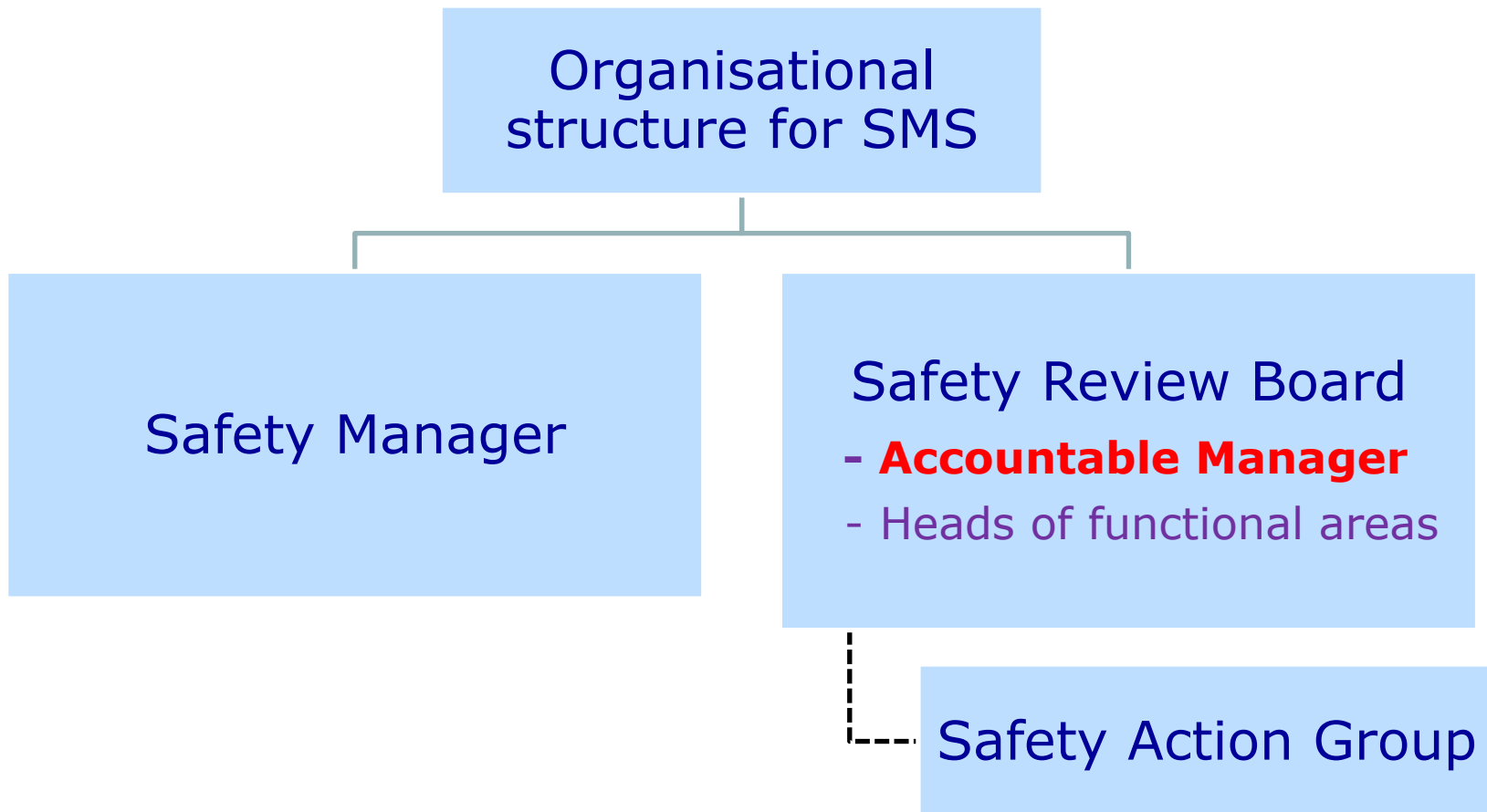
- Hazard checklist
- Manage safety risks related to a change
- Safety manager (can be also AM)
- Responsibilities in relation to hazard identification, risk assessment and mitigation
- Safety policy
- Emergency response plan (ERP)



# Complex organisations

## Organisation and accountabilities

AMC1-ORA.GEN.200(a)(1)





# Accountable Manager

## Responsibilities:

- actions can be financed
- actions can be carried out in accordance with the regulations
- effective management system is established and maintained



# Safety Manager

## Functions of the safety manager:

1. facilitate hazard identification, risk analysis and management;
2. monitor the implementation of actions taken to mitigate risks, as listed in the safety action plan;
3. provide periodic reports on safety performance;
4. ensure maintenance of safety management documentation;
5. ensure that there is safety management training available and that it meets acceptable standards;
6. provide advice on safety matters; and
7. initiate and participate in internal occurrence / accident investigations.

## High level committee

**considers**

- matters of strategic safety
- ensures appropriate resources are allocated to achieve safety objectives

**monitors**

- safety performance
- safety actions
- safety management processes remain effective



# Safety Action Group - Optional



may be established as a standing group or as an ad-hoc group to assist or act on behalf of the SRB



more than one safety action group may be established depending on the scope of the task and specific expertise required



a safety action group should report to and take strategic direction from the safety review board and should be comprised of managers, supervisors and personnel from operational areas



## **SAFETY POLICY**

The safety policy is the means whereby the organisation states its intention to maintain and, where practicable, improve safety levels in all its activities and to minimise its contribution to the risk of an aircraft accident as far as it is reasonably practicable.



starting point to  
ensure efficacy  
and efficiency of  
the organisation's  
SMS



# Complex organisations

## **SAFETY RISK MANAGEMENT** AMC1 ORA.GEN.200(a)(3)

- Hazard identification processes
  - reactive and proactive schemes + feedback
- Risk assessment and mitigation processes
  - analysis, assessment and control of risks
- Internal safety investigation following occurrences
  - beyond the scope of compulsory reporting
- Safety performance monitoring and measurement
  - combination of safety reporting, safety studies, safety reviews, safety audits, safety surveys





# Complex organisations

## **SAFETY RISK MANAGEMENT** continued

- Management of change
  - identify, assess and mitigate
- Continuous improvement
  - reactive and proactive evaluation (audits and surveys)
  - also individual's performance and effectiveness of the system
- Emergency Response Plan
  - actions to be taken in case of an emergency
  - co-ordination with ERPs of other organisations where appropriate



## **INTERNAL OCCURRENCE REPORTING SCHEME**

- one element of the hazard identification process
- to identify instances where routine procedures have failed
  - assessment of safety implications to determine need for action
  - dissemination of information regarding relevant incidents and accidents
  - reactive evaluation of effectiveness of risk controls
  - all reports to be retained, as significance may only become obvious at a later stage
- Improve the safety performance without attributing blame



## **SAFETY MANAGEMENT MANUAL**

Key instrument for communicating the approach to safety for the whole of the organisation, to document all aspects of safety management:

1. *scope of the safety management system;*
2. *safety policy and objectives;*
3. *safety accountability of the accountable manager;*
4. *safety responsibilities of key safety personnel;*
5. *hazard identification and risk management schemes;*
6. *safety action planning;*
7. *safety performance monitoring;*
8. *incident investigation and reporting;*
9. *emergency response planning;*
10. *management of change*
11. *safety promotion.*



## **ORGANISATION MANAGEMENT SYSTEM DOCUMENTATION**

The information may be contained in any of the organisation manuals

- safety management manual
- operations manual
- training manual

These manuals may also be combined.

It is not required to duplicate information in several manuals, however the organisation must be able to demonstrate that all items are covered



See also:

## ORA.ATO.230 Training manual and operations manual

- AMC1-ORA.ATO.230(a) TRAINING MANUAL
- AMC1-ORA.ATO.230(b) OPERATIONS MANUAL



# AMC1 ORA.GEN.200(a)(6)

## **COMPLIANCE MONITORING FUNCTION**

Accountable manager (AM) to designate a compliance monitoring manager (CMM)

### **Functions of the CMM:**

- verify that all applicable standards are complied with
- verify that the organisation's own requirements (policies and procedures) are complied with
- ensure that a compliance monitoring programme is implemented and continually reviewed & improved

**The same person may act as CMM and SMM**

**Non-complex ATOs: AM can be the CMM**



## COMPLIANCE MONITORING PROGRAMME

- Typical subject areas for compliance monitoring inspections for ATOs should be:
  - facilities;
  - actual flight and ground training;
  - technical standards.
- ATOs should monitor compliance with the training and operations manuals they have designed to ensure safe and efficient training.
- No provisions on audit planning cycles
- CM according to size of the organisation and its complexity
- dynamic planning (performance based)



## **COMPLIANCE MONITORING RESPONSIBILITY WHEN CONTRACTING ACTIVITIES**

- contracted safety related activities should be included in the organisation's compliance monitoring programme
- organisation to ensure that the contracted organisation has the necessary authorisation or approval when required, and commands the resources and competence to undertake the task

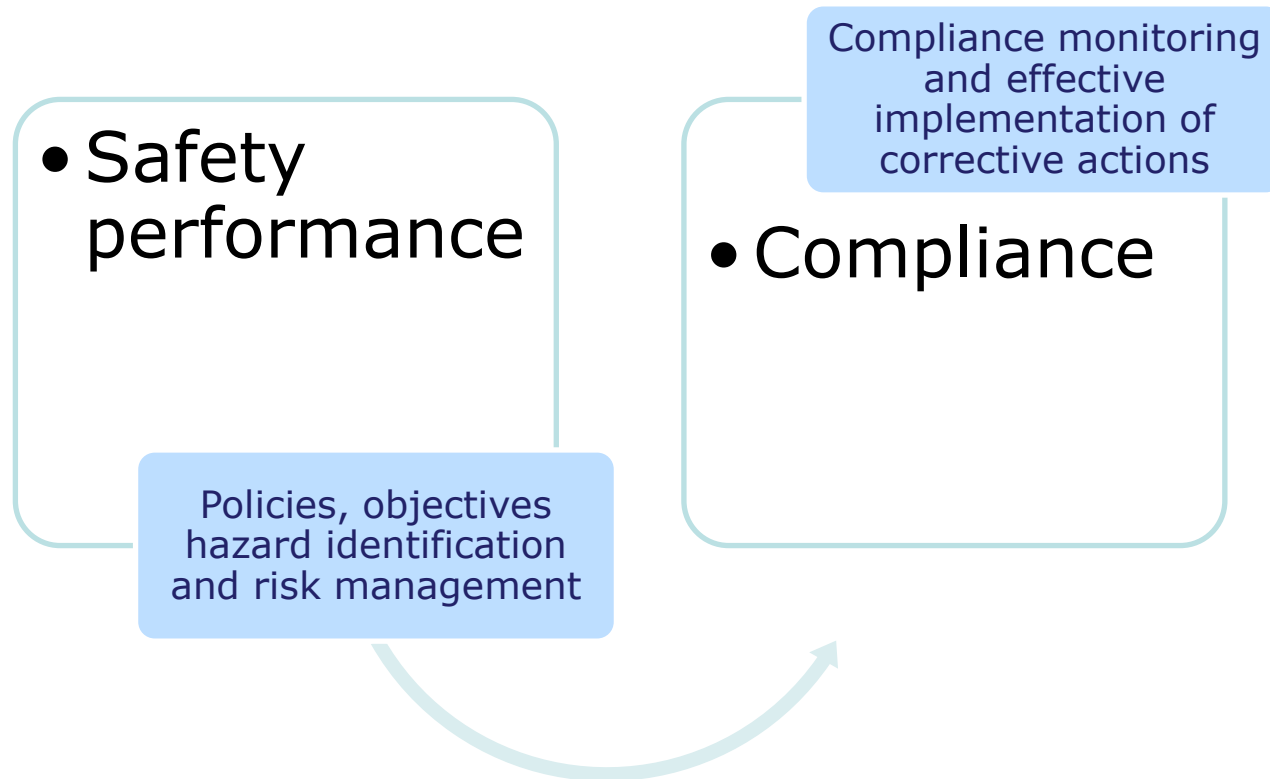
(same as in IEM No. 1 to JAR-FCL 1.055)





# Compliance monitoring versus quality system

**ORA.GEN.200 requires a management system with two core components. These are compatible with quality management systems, such as ISO 9001.**





# ORA.ATO Section I

ORA.ATO.100 Scope

ORA.ATO.105 Application

ORA.ATO.110 Personnel requirements

ORA.ATO.120 Record keeping

ORA.ATO.125 Training Programme

ORA.ATO.130 Training Manual & Operations Manual

ORA.ATO.135 Training aircraft & FSTDs

ORA.ATO.140 Aerodromes & Operating Sites

ORA.ATO.145 Pre-requisites for training

ORA.ATO.150 Training in Third Countries



## ORA.ATO.105 Application

- Information / documents to be provided to the competent authority
- Relevant information in the case of a change to the certificate
- Application form in the AMC



# Specific ORs for ATOs – HIGHLIGHTS

## ORA.ATO.110 Personnel requirements

- Head of Training shall be nominated
- Overall responsibility that the training is in compliance with the applicable requirements
- Requirements for instructors

## ORA.ATO.120 Record keeping

- Records shall be kept for 3 years after completion of the training
- flight training, progress reports, information on licences and medical certificates



# Specific ORs for ATOs – HIGHLIGHTS

## ORA.ATO.125 Training Programme

- Shall be developed for each type of course offered

## ORA.ATO.130 Training and operations manual

- shall be established and maintained
- Flight time limitation schemes for instructors in accordance with Part-ORO



# Specific ORs for ATOs – HIGHLIGHTS

## ORA.ATO.135 Training aircraft & FSTDs

- Adequate fleet of aircraft or FSTDs
- FSTDs adequate to training

## ORA.ATO.140 Aerodromes and operating sites manual

- Appropriate characteristics and facilities



## ORA.ATO.150 Training in third countries

- **IR** training provided in third countries
  - Acclimatisation flying has to be carried out before the skill test in one MS
  - IR skill test has to be taken in one MS



# ORA.ATO Section II

ATOs providing training for **CPL, MPL and ATPL** licences and associated ratings and certificates

ORA.ATO.210 Personnel requirements

ORA.ATO.225 Training Programme

ORA.ATO.230 Training Manual & Operations Manual





# Specific ORs for ATOs – HIGHLIGHTS

## ORA.ATO.210

### Personnel requirements

- Head of Training (HT)
- Chief Flight Instructor (CFI) and
- Chief Theoretical Knowledge Instructor specified (CTKI)
- experience and licence requirements
- responsibilities

## ORA.ATO.225 Training Programme

- shall include a breakdown of flight and TK instruction



## Training manual and Operations manual

- training manual shall state the standards, objectives and training goals
  - see also AMC1 ORA.ATO.230(a)
- operations manual shall include relevant information to personnel and staff training
  - see also AMC1 ORA.ATO.230(b)
- manuals can be combined
- > cross-reference table between the regulations and the manuals



# ORA.ATO Section III

**Additional** requirements for ATOs providing specific types of training

Chapter 1 Distance learning course

Chapter 2 Zero flight-time training

Chapter 3 Multi-crew pilot licence courses

Chapter 4 Flight test training

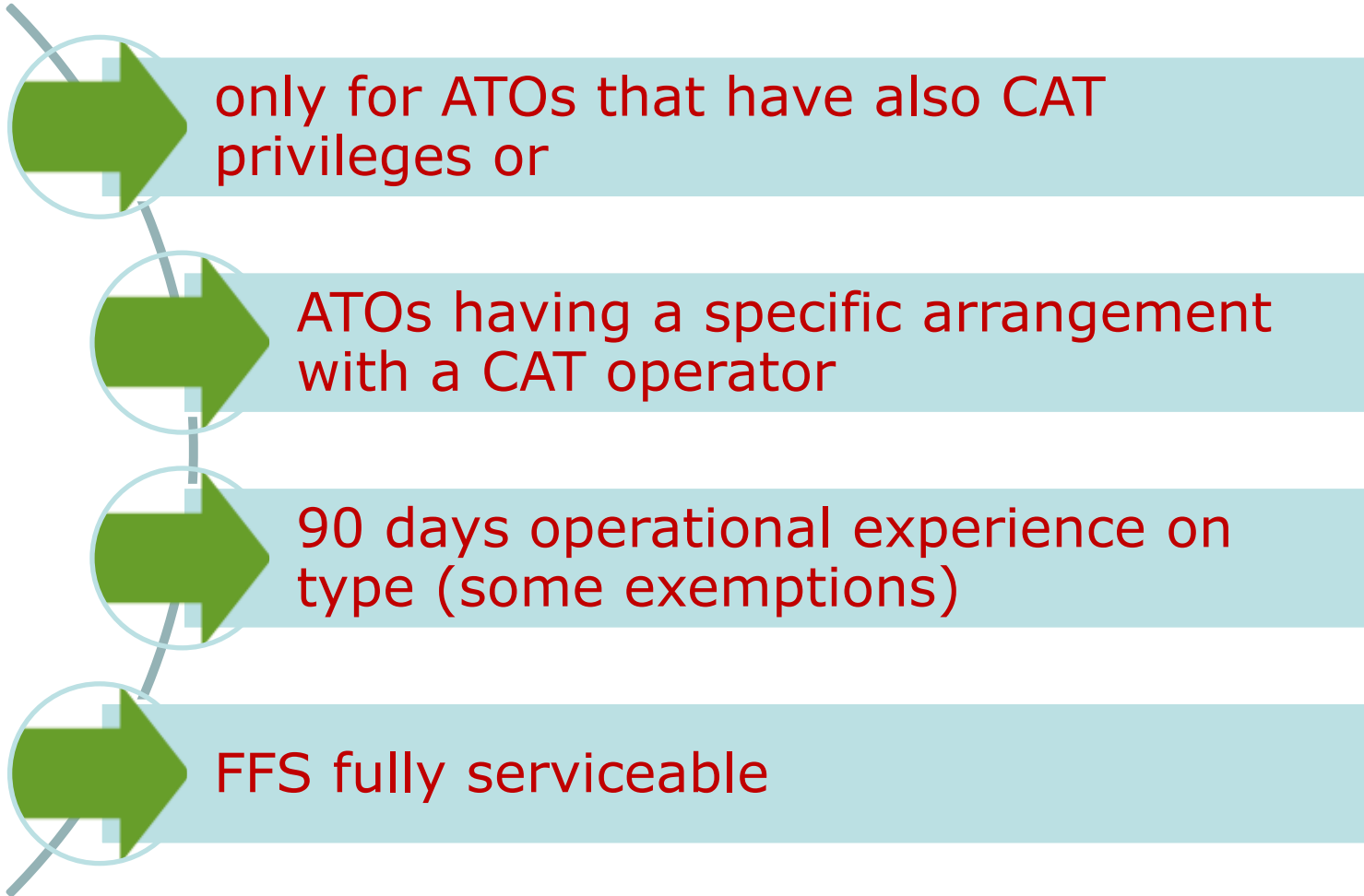


# Specific ORs for ATOs – HIGHLIGHTS

- ATO may provide **distance learning** courses for
  - Modular courses
  - HPA courses
  - Pre-entry course for ME helicopter
- At least 10 % classroom instruction



## Zero flight time training - ZFTT



## Multi-crew pilot licence (MPL) courses



only for ATOs that have also CAT privileges or



ATOs having a specific arrangement with a CAT operator



# Workshop Agenda

- Introduction – Development of FCL rules – rule structure
- Cover regulation - Aircrew Regulation
- Part-FCL – content and specific issues
- Part-ORA
- **Part-ARA**
- Other FCL related topics



# Aircrew Regulation

## Cover Regulation

(1178/2011 and 290/2012)

Annex I  
Part-FCL

Annex III  
Acceptance of TC  
licences

Annex VI  
Part-ARA

Annex II  
Conversion of  
national licences

Annex IV  
Part-Medical

Annex VII  
Part-ORA

Annex V  
Part-Cabin Crew





# Authority Requirements



**ARA.GEN** contains the general provisions :

- competent authority's organisation and management system
- initial certification and oversight of approved organisations, the qualification of FSTDs and the attestation of Cabin Crew

**ARA.FCL** contains specific requirements relating to flight crew licencing applicable to competent authorities

**ARA.ATO** contains specific requirements relating to approved training organisations applicable to competent authorities



# GENERAL



## **Cover Regulation Article 11 b**

Member State (MS)  
to designate one or  
more competent  
authorities (CA)

## **Cover Regulation Article 11 b**

MS to ensure CAs  
have proper  
oversight capabilities

## **Basic regulation Article 13**

Task allocation to  
qualified entities –  
criteria in Annex V

## **Basic Regulation Article 13**

Qualified entities  
shall not issue  
certificates



# GENERAL



## **ARA.GEN.115**

CAs to provide staff with required oversight and technical documentation

## **ARA.GEN.120**

Transparency and standardisation regarding the **alternative means of compliance process**

## **ARA.GEN.125**

Co-operation and the exchange of information between authorities and the Agency, as well as between the authorities themselves

## **ARA.GEN.135**

CA shall implement a system to collect, analyse and disseminate safety information



## ARA.GEN.120 Means of compliance

- Agency shall develop AMCs. When the AMCs are complied with, the related requirements of the IRs are met
- Alternative Means of compliance may be used as well
- The CA shall establish a system of constantly evaluating these AltMC used by itself or by organisations
- When the CA find that AltMC are in accordance with IRs:
  - notify the applicant
  - notify the Agency (content, all relevant documentation)
  - inform other MS

*If CA uses AltMC itself it shall make them available for organisations and notify the Agency*



# MANAGEMENT SYSTEM



## **ARA.GEN.200**

CAs to establish management systems including compliance monitoring:

Internal audit & safety risk management

## **ARA.GEN.205**

Procedures for allocation of tasks to qualified entities  
(control of contractors)

## **ARA.GEN.210**

Management of changes in the management system and information to the Agency

## **ARA.GEN.220**

Record keeping requirements:  
Storage, accessibility and traceability  
Register of approved organisations



## **ARA.GEN.220 Record-keeping**

### **Examples:**

- management system's documentation (policies, processes)
- staff training, qualifications and authorisations
- certification processes
- oversight of organisations and persons
- evaluation and notification of AltMCs
- findings, corrective actions and closure dates
- safety information and measures
- BR article 14 derogations



# General ARs - HIGHLIGHTS



## **ARA.GEN.305 Oversight programme**

Standard oversight planning cycle of 24 months, may be extended to 36 months, provided that:

- risks are properly managed
- changes are controlled
- no level 1 findings have been issued
- all corrective actions have been implemented on time

Further extension to **48 months** possible provided that ATO has an established and the authority accepted effective reporting system on safety performance and regulatory compliance



# General ARs – HIGHLIGHTS

## **ARA.GEN.350 Findings and corrective actions**

- Level 1:
  - lowers safety or seriously hazards flight safety,
  - lack of accountable manager,
  - failure to grant access to the competent authority,
  - falsification of evidence, malpractice or fraud
- Level 2: could lower safety or hazard flight safety



Level 1 findings: immediate action

Level 2 findings: corrective action implementation within 3 months, may be extended subject to satisfactory corrective action plan.





# Part-ARA Subpart FCL

- **ARA.FCL** contains specific requirements relating to flight crew licensing applicable to competent authorities

## Section I

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- General

## Section II

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- Licences, ratings and certificates

## Section III

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- Theoretical knowledge examinations



# ARA.FCL Section I & II & III

ARA.FCL.120 Record-keeping

ARA.FCL.200 Procedure for issue, revalid. & renewal

ARA.FCL.205 Monitoring of examiners

ARA.FCL.210 Information for examiners

ARA.FCL.215 Validity period

ARA.FCL.220 Procedure for re-issue of a pilot licence

ARA.FCL.250 Limitation, suspension and revocation

ARA.FCL.300 Examination procedures



## ARA.FCL.120 Record keeping

- In addition to the records required in ARA.GEN.220, the competent authority shall include in its record-keeping the results of the
  - theoretical knowledge examinations and the
  - assessments of pilots' skills



## ARA.FCL.200 Issue, revalidation and renewal of licences

- A licence shall be issued using the form in Appendix I. – **EASA Form 141**
- Instructor or examiner certificates
  - as an endorsement on the licence or
  - as a separate document



## ARA.FCL.200 Issue, revalidation and renewal of licences

- Specific authorisation for examiners to revalidate or renew ratings or certificates
- procedures to be developed by the competent authority



## ARA.FCL.205 Monitoring of examiners

- Oversight Programme to be developed
  - for the conduct and
  - for the performance of examiners



## ARA.FCL.205 Monitoring of examiners

- Competent authority shall have a list of examiners updated and published regularly
- Authority shall develop procedures to designate examiners for skill tests



## ARA.FCL.210 Information for examiners

- Safety criteria for tests and checks
  - competent authority may provide this
  - also for those examiners certified by other authorities but who exercise their privileges in the area





## ARA.FCL.215 Validity period

- Ratings and certificates shall be valid until the end of the relevant month
- for example skill test 19.3.2013, type rating valid until 31.3.2014



## ARA.FCL.215 Validity period

Applicant may be allowed to exercise his privileges for 8 weeks after successful completion of the applicable examination

- Pending the endorsement on the licence
- Procedures to be developed by the competent authority



## ARA.FCL.220 Procedure for the re-issue of a pilot licence

Re-issue has to be initiated:

- when necessary for administrative reasons
- after initial issue of a rating
- no more spaces in field XII



## ARA.FCL.220 Procedure for re-issue of a licence

- Only valid ratings and certificates are transferred to the new licence document



## ARA.FCL.250 Limitations, suspension or revocation

- When a person shows non-compliance with applicable requirements (ARA.GEN.355)
- Different reasons, for example: falsification, alcohol or drugs, non-compliance with operational requirements, unacceptable performance in examiner's duties or responsibilities
- Or upon written request of the licence holder



## ARA.FCL.300 Theoretical knowledge examinations

- Procedures by competent authority
- Questions for MPL, CPL, IR and ATPL examinations shall be from European Central Question Bank (ECQB)



## ARA.FCL.300 Theoretical knowledge examinations

- More details and distribution of questions in AMC1 ARA.FCL.300
- Terminology (sitting, attempt, etc.) in AMC1 FCL.025



# Part-ARA Subpart ATO

**ARA.ATO** contains specific requirements relating to approved training organisations applicable to competent authorities

ARA.ATO.105 Oversight Programme

ARA.ATO.120 Record-keeping





# Specific ARs for ATO – HIGHLIGHTS



## **ARA.ATO.105 Oversight programme**

Shall include the monitoring of course standards, including the sampling of training flights with students, if appropriate to the aircraft used.

### **AMC1-ARA.ATO.105 (detailed)**

- Checking facilities for compliance
- Interviewing personnel
- Sampling relevant training courses
- Specific audit or inspection items



## **ARA.ATO.120 Record keeping**

- In addition to the records in ARA.GEN.220, details of courses provided by the ATO
- If applicable records relating to FSTDs used for training



# Specific ARs for ATO – HIGHLIGHTS



## **EASA Form 143 – ATO certificate**

- Attachment:
  - TRAINING COURSE APPROVAL
    - including list of training courses and FSTDs (“user approval”)

Member States shall replace the certificates with certificates complying with the format laid down the Air Crew Regulation by 08 April 2017 at the latest.



# Workshop Agenda

- Introduction – Development of FCL rules – rule structure
- Cover regulation - Aircrew Regulation
- Part-FCL – content and specific issues
- Part-ORA
- Part-ARA
- **Other FCL related topics**



# Current & Future RM tasks

RMT.0412 & RMT.0413 (FCL.013)

## Updating Part-ARA and Part-ORA

- Reviewing and clarifying text, adding certificate forms, adding AMCs and GMs if needed
- Some of the items included: Part-FCL licence and ATO certificate - to clarify what information should be entered onto this form and in which way, separate examiner and instructor certificates, changes in ATO requiring prior approval, adequate fleet of training aircraft in ATO, appropriate facilities and characteristics, additional criteria for the training and qualification of inspectors, procedures for transfer of pilot licences



# Current & Future RM tasks

RMT.0421 (FCL.014)

AMC/GM material for non-complex ATOs

- Review and eventually amend the AMC/GM to Part-ORA concerning how to comply with the rule in the case of non-complex ATOs and develop new 'proportionate' AMC/GM regarding standardised manuals for non-complex ATOs
- Enhance proportionality of management system provisions and provide further guidance for non-complex ATOs
- Agency task, but experts from general aviation organisations also participating

## FCL.008 Qualifications for flying in IMC

- CRD passed external consultation, next the Opinion will be published
- Proposes new ratings for en-route IFR flying and sailplane cloud flying
  - A pilot holding an En-route IFR rating will take-off and land in VFR but is allowed to fly IFR during en-route phase of the flight
- Proposes competency based training for IR(A)
  - Some learning items were moved to HPA additional course
- Proposes day IFR

## FCL.002 'Updating Part-FCL'

- On-going and active
- Part-FCL learning objectives are based on JAR LO's, references will be updated
- Timetable: NPA published 4<sup>th</sup> quarter 2013





# Rulemaking task FCL.002

## Flight Examiner Manual

- Development of a new “Flight Examiner Manual”
- Will contain guidance for conduct of skill test/proficiency check
- “Manual” will cover all relevant aircraft categories (aeroplane, helicopter, sailplane, airship, etc.)



# Rulemaking task FCL.002

Flight Examiner Manual continued..

- Inclusion of Threat and Error Management
- Envisaged to be an AMC to Part-FCL appendices
- The publication of the NPA is planned for quarter 04/2013, the CRD is planned to be published in quarter 02/2014, the Opinion in quarter 03/2014 and the Decision by the end of 2014.



# Current & Future RM tasks

## FCL.004 Requirements for relief pilot

- At the moment only few requirements in Part-FCL
- EASA committee asked EASA to study this matter further
  - to solidify the safety assessment in this regard and
  - to include an analysis of operational experience
- As the safety recommendation published by the BEA Final Report refers to the role of cruise relief captain, it was added to the task and will also be examined
- Also OPS regulations will be reviewed



# Current & Future RM tasks



## RMT.0581 & .0582 Loss of Control Prevention and Recovery training

- Taking into account the deliverables of the ICAO LOCART WG and ICATEE WG, this rulemaking task reviews the following aspects for initial, type and recurrent training:
  - Manual aircraft handling of approach to stall and
  - Stall recovery (including at high altitude)
  - Upset recovery
  - Training of aircraft configuration laws
  - Recurrent training on flight mechanics
  - Training scenarios including the effect of surprise

- Bilateral Aviation Safety Agreement
- Agreement between the US and the EU on cooperation in the regulation of civil aviation safety
- Objective of the agreement
  - Enable reciprocal acceptance, as provided in its Annexes, of findings of compliance and approvals issued by the FAA, EASA and EU NAAs
  - Is based on systems that produce equivalent results, though processes and procedures may be different

- The structure of the Agreement has three levels:
  - Level 1 (Executive Agreement) and
  - Level 2 (Annexes) are concluded by the EU and US and have a binding nature of a Treaty
  - Level 3 includes Technical Implementation Procedures

- Three subparts:

- FSTDs

- ATOs

- Licensing

- at the moment including PPL(A) and IR(A)

- regulatory comparison of Part and FAA rules was drafted by EASA and commented by FAA

- Current phase: Confidence building via auditing each others systems

## European Central Question Bank

- Required for MPL, CPL, ATPL and IR
- Database is based on JAA CQB
- About 240 new questions
- Totals approximately 10250 questions
- Multiple-choice questions
- 500 annexes to the questions
- Published September 2012
- Secured website (maintained by LPLUS)
- Is available only to authorities





# The European Strategic Safety Initiative (ESSI)

- 10 year programme (2006-2016)  
aimed at improving aviation safety in Europe,  
and for the European citizen worldwide
- Partnership, with more than 150 organisations
- Facilitated – *not owned* - by EASA  
and powered by industry

[www.easa.europa.eu/essi](http://www.easa.europa.eu/essi)



# ESSI

## European Strategic Safety Initiative

### ➤ ECAST


- European Commercial Aviation Safety Team















### ➤ EHEST

- European Helicopter Safety Team

### ➤ ECAST

- European General Aviation Safety Team

http://easa.europa.eu/agency-measures/agency- EASA - Agency Decisions

 <a href="#">ED Decision 2012/011/R</a> (26/06/2012)	Helicopter Flight Simulation Training Devices (CS-FSTD(H))	<a href="#">more ▼</a>
 <a href="#">ED Decision 2012/007/R</a> (19/04/2012)	AMC & GM to Part-ORA	<a href="#">more ▼</a>
 <a href="#">ED Decision 2012/006/R</a> (19/04/2012)	AMC & GM to Part-ARA	<a href="#">more ▼</a>
 <a href="#">ED Decision 2012/005/R</a> (19/04/2012)	GM to Part-CC	<a href="#">more ▼</a>
 <a href="#">ED Decision 2012/004/R</a> (19/04/2012)	AMC & GM to Part-M, Part-145, Part-66 and Part-147	<a href="#">more ▼</a>
 <a href="#">ED Decision 2012/002/R</a> (08/03/2012)	AMC & GM to AUR	<a href="#">more ▼</a>
 <a href="#">ED Decision 2012/001/R</a> (27/01/2012)	Large Aeroplanes (CS-25) - on termination of rulemaking task 25.035 'Cabin air quality on board Large Aeroplanes'	<a href="#">more ▼</a>
2011		
 <a href="#">ED Decision 2011/017/R</a> (16/12/2011)	Safety Key Performance Indicators (SKPIs)	<a href="#">more ▼</a>
 <a href="#">ED Decision 2011/016/R</a> (15/12/2011)	Aircrew Part-FCL	<a href="#">more ▼</a>
 <a href="#">ED Decision 2011/015/R</a> (15/12/2011)	Aircrew Part-MED	<a href="#">more ▼</a>
 <a href="#">ED Decision 2011/014/R</a> (12/12/2011)	Volcanic Cloud Contamination; Rulemaking Task	<a href="#">more ▼</a>
 <a href="#">ED Decision 2011/013/R</a> (05/12/2011)	Hot Air Balloons (CS-31GB)	<a href="#">more ▼</a>
 <a href="#">ED Decision 2011/012/R</a> (05/12/2011)	Free Gas Balloons (CS-31GB)	<a href="#">more ▼</a>
 <a href="#">ED Decision 2011/010/R</a> (01/12/2011)	Establishment of type-certification basis of changed aeronautical products! Improved Guidance to GM 21A.101	



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# Thank you! Any questions?

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