

**EASA Workshop “FCL.008 Qualificationd for flying in IMC”
Presentation FAQ - Jim Thorpe**

- Member FCL 008
- Deputy Chairman PPL IR Europe
- CPL IR MEP FI (JAA) CPL IR MEP (FAA)

Will an IR now be cheaper to obtain

- Possibly for competent pilots able to take advantage of the new flexibility
- Many pilots will welcome the flexibility but take much longer
- The major advantage is convenience and real world relevance

Will the changes be useful for commercial pilots

- This was not the intention the focus was on general aviation
- Instructors are a special case

Why not be able to train with instructors or ATO's as in the USA

- European law vests authority in organisations not individuals
- An ATO element is compulsory but was kept to the minimum

If the CBM IR is so good why bother with the EIR

- A fair question since one rating works in the USA
- In reality even in the USA pilots use the IR in different ways
- Europe cannot quite match US prices and flexibility
- FCL 008 felt that there was value in a simpler rating

Won't the EIR leave pilots stuck on top of cloud

- All ratings need training and judgement to be used safely
- Weather minima apply to everyone PPL to IR it is a matter of degree
- In most countries pilots fly VFR on top with a basic PPL
- Some countries like Canada have a VFR on top rating
- IFR arrivals to VFR airfields all cloud break now
- We believe the rating will increase safety
- We know that flight at low level in poor weather causes fatalities.

Will poorly trained pilots will cause difficulties for ATC

- The ATC system already copes with new PPL and new IR holders
- EIR will have good RT as one prime focus
- ATC will need to learn the privileges and limitations of the EIR
- Pilots training in quiet airspace will need to get broader experience

Will the EIR give a pilot access to all airfields

- Yes in legal terms
- There will be practical limitation just as for a basic PPL holder

Will Flying schools lose business to independent instructors

- The expectation is that there will be a lot of new business
- Many instructors will have helpful informal relationship with ATO's
- ATO's can develop new models of how flying training can work.

Why cannot the EIR be completed in a multi engine aircraft

- This was a limitation caused by time constraints
- If there is evidence of demand this could be reconsidered.
- The same is true for helicopters

Why cannot the EIR be used at night

- There is no objection in principle
- Users should comment to make clear that a demand exists

Why cannot EIR holders use SIDS and STARS

- Defining acceptable means of IFR /VFR transition is not easy
- Use of SIDS and STARS might lead ATC to assume pilots were IR rated
- Some SIDS and STARS are very demanding
- In the end FCL 008 decided that the proposed rules would work best

How will the third country TK requirement be tested

- No system is as yet defined
- Written or aural examination in an ATO is possible
- Taking the required IT theory exams is another option

Can pilots use these ratings in any non complex aircraft

- Yes subject to the existing airworthiness rules.
- Practical considerations may effectively exclude some aircraft

Why not have a less demanding TK for the EIR

- There is some justification for this argument
- The group had to work with the exam system that exists
- The advantage is that once passed the exam is valid for the EIR and the IR
- The group felt the proposed option was the best possible