



Stop Press - Latest CAA release on Licensing and the impact of the new EASA regulations

The CAA has just published a series of documents regarding the transition of licensing, as they prepare to hand over to the new EASA European regulating body. You can view or download these from their website, the FAQ's and "quick guide" are particularly useful, however John has condensed the more relevant details below for you to absorb - the CAA link is www.caa.co.uk/eupilotlicensing

EASA Update - Executive Summary from John Eburne CFI Take Flight Aviation

As you are aware EASA regulation come in to effect on 8th April 2012. (Regulation EC 1178/2011).

The key issue is that EASA is regulating the aeroplane (Pipers, Cessna's and the like). In order to operate an EASA regulated aeroplane you will need an EASA recognised licence.

This legislation will have varying degrees of impact on you and this is a summary dependent on which licence you currently hold.

I have used the following terminology for avoidance of doubt around the term "National Licences". Owing to the numbers involved this is not an overnight operation and various transition periods apply.

ATPL = Air Transport Pilots Licence
CPL = Commercial Pilots Licence
UK PPL = PPL granted by CAA prior to JAR (Lifetime licence pre JAR)
JAR PPL = PPL Granted under JAR OPS (5 year renewable licence)
NPPL = AOPA backed sports pilot licence – a Sub category JAR licence
LAPL = Light Aeroplane Pilots Licence

JAA/ATPL/CPL/PPL

You hold a licence issued under JAR post 1st July 1998 which will be recognised under EASA. Your licence is currently renewed every 5 years and will over time be renewed as an EASA Pilots licence in due course.

You have no further concerns about EASA other than keeping your licence and ratings current.

Do take care over dates. An often forgotten fact is that during the CAA National Licence transition to JAR certain PPL students were granted a UK PPL post 1st July 1998 in order for their written exams to remain valid. However, these specific UK PPLs were issued as 5 year renewable licence as opposed to for life. Do check which version you have.

There are some issues that you need to be aware of regarding the addition of IMC Ratings. Please see separate note.

UK ATPL/CPL/PPL



You hold a licence which pre dates 1st July 1998. Confusingly this is called a National Licence but is nothing to do with the NPPL. EASA does not recognise these licences.

In order to continue to exercise your privileges to fly EASA regulated aeroplanes you need to convert to a JAR Licence which is recognised.

However your existing UK licence will remain valid and can be used to fly aeroplanes on Schedule 11 such as Tiger Moth, Chipmunk, and Spitfire etc.

Conversion Requirements

UK ATPL/CPL

1. Completion of form SRG 1104.
2. Production of all Flying log Books
3. Valid Medical to cover the period of conversion
4. Fee (see CAA schedule)
5. Transition period ends on 7th April 2014

Implications

Loss of embedded IMC rights. Revalidation required as per PPLs.

UK PPL

1. Completion of form SRG 1104.
2. Production of all Flying log Books
3. Valid Medical to cover the period of conversion
4. Fee (see CAA schedule)
5. Transition period ends on 7th April 2014 (7th April 2015 check MATOW - 2000KGs LAPL)

Implications

The syllabus for your UK PPL included 5 hours "Instrument Appreciation". This differs from the JAR syllabus which now requires applied instrument training to be able to complete a 180 degree rate 1 turn without loss of height or entry speed. However the JAR syllabus does include 5 hours of applied Radio Navigation. Hence the requirement on form SRG 1104 to "Confirm that I have demonstrated the use of radio navigation aids to the satisfaction of a Chief Flying Instructor which has been certified in my logbook".

This can be achieved with a VOR or ADF tracking exercise. My view is that an existing holder of an IMC Rating de facto can use radio aids satisfactorily.

The IMC Rating can be renewed or added to a UK PPL during the transition period. Therefore a holder of the UK PPL is not affected by the June deadline in the same way that a JAR licence holder is.

IMC Rating

Holders of IMC Ratings will continue to be able to exercise their privileges post EASA Implementation. For people training for the IMC Rating there is a significant date being 30th June 2012. No IMC Rating will be added to a JAR PPL post 30th June 2012.

For holders of the UK PPL the IMC Rating can be added or renewed for the foreseeable future (However bear in mind the 7th April 2014 Transition period ends).

Over time all licences will become EASA Pilots Licences. At present CAA is negotiating with EASA for an IR (A) Restricted to preserve the rights of the UK IMC Rating post April 2014. Those negotiations are ongoing.

Implications

JAR PPLs strongly advised to complete IMC Rating prior to June 2012.

UK PPLs advised to complete or renew IMC Rating prior to 7th April 2014.

Beyond April 2014 one trusts that the IR (A) Restricted will offer continued IMC privileges.

NPPL

If you fly Microlights only you will almost certainly be unaffected by EASA.

If you fly SLMGs You will almost certainly need to gain an EASA Licence prior to 8th April 2015. Similarly if you have an NPPL (SSEA) and only ever plan to fly home built aeroplanes you should be unaffected by EASA. However if you fly PA28 C172 etc you will again need an EASA licence prior to 8th April 2015.

LAPL

EASA brings in the new Light Aeroplane Pilots Licence which is similar in concept to the NPPL but will allow privileges on a Pan European basis rather than restricted to UK airspace only. Further information to be given.

STUDENT PILOTS

Any licence issued by 30th June 2012 will be a JAR licence. Any licence issued after 1st July 2012 will be EASA.

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Take Flight
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Don't Forget - Stay legal

The new edition 38 (2012) 1:500,000 Southern charts are available at the club effective from the 8th of March, and includes an additional map of the Olympics restricted zones which will become operational during the Olympics valid from 14th July to 15th August. Buy one now for £15.99

remember it is a legal requirement to fly with a current map!



The Next Flyout - 25th March Denham for Sunday Lunch

Come on all you budding pilots, why no reserve your place for a short flight to Denham

email - flyouts@takeflightaviation.com or phone in.

flight time is only around 35-40 mins and is a pretty straightforward route. The interesting task is that the **field is under the London CTR Zone which is Class A airspace** and joining procedures have to be adhered to. **It will be good practise to go to an airfield that will be in the Olympic Zone. Come on all you students persuade your instructor, let's get the numbers up. There will be a briefing to all parties before the event.**

Here is a website that you can get further details from: [click here](#).



G-VE Victor Echo is almost ready to be added to the fleet - the interior is now complete, and it's just the paperwork to finish.

Please look at e-allocator regularly to see when it is released to service. Remember this aircraft is reserved for PPL license holder members only.

