

THE TICKING TIMEBOMB



LAA CEO, Steve Slater, says don't accidentally make yourself illegal...

You may recollect that, in last month's *CEO Chat*, I wrote about a 'ticking time bomb' which is set to hit PPL licensing – our Chairman, Brian Davies, has added his thoughts on the situation this month, you'll find them on page 5. To put the issue in its simplest form, from 8 April this year, in order to fly an EASA-certificated light aircraft or helicopter, you'll need to hold an EASA licence.

The original European Commission legislation for this change dates back to 2012, when the *European Part-FCL* legislation was designed, to replace licences issued by national authorities with standardised EASA *Part-FCL Licences* across all EASA member states. At the time, the UK CAA sought, and won, a derogation which delayed the implementation of these rules for EASA aircraft until 2018. However, that derogation is now about to run out and, as it's EC law, Brexit or not, the regulations have to be implemented.

It should be noted that the CAA GA Unit and its lawyers have tried as hard as possible to find a means of further deferring this, but as it's firmly enshrined in EC law, try as we might, the deferral cannot be extended nor the regulations changed.

THE GOOD NEWS

If all your flying is done on LAA Permit types, which are regarded as 'Annex 2' aircraft and outside the scope of EASA control, you'll still be able to use your UK PPL or NPPL within UK

airspace. However, to fly a PA-28 or Cessna, you'll need an EASA PPL or LAPL.

EASA licences require either an AME Class 2 Medical (for the PPL or LAPL) and either a LAPL Medical undertaken by an AME or your GP (if solely for a LAPL).

UK PPL and NPPL licences offer the opportunity for you to take advantage of self-declared medical status under CAA *CAP 441*. Currently, an estimated 4,700 pilots have taken advantage of the proven safety case which demonstrates that, if a pilot's fit enough to meet the standards of the DVLA *Driving Licence*, there's also no significant risk in their flying. However, the CAA scheme only applies to UK national licences, as the aeromedical lobby in many EC member states has resisted such developments.

Therefore, in order for your UK PPL to be used outside of UK or Irish airspace, you'll need to have an AME Class 2 Medical.

We're currently awaiting news from the CAA of the possibility of a fixed-duration trial to allow some GA pilots with EASA *Part-FCL Licences* to operate EASA aircraft, within the UK, with a UK self-declared medical. If this data-gathering trial can be implemented, those operating privileges are expected to align with the EASA LAPL. Watch this space!

There are a number of exceptions to the April 8 2018 deadline. Sailplane and Balloon licences under EASA SPL, BPL, LAPL(s) or LAPL(B) have an extended deadline, to 8 April 2020. And Microlights and Gyroplanes

are regarded as outside of EASA licensing jurisdiction, so there's no equivalent EASA *Part-FCL Licence* and it's business as usual for those pilots.

WHAT CAN I FLY AFTER 8 APRIL 2018?

The official CAA guidance on the licensing situation can be found at www.tinyurl.com/caaconverting. In addition, the fuller version of the CAA table included bottom left (which we've edited to only show LAA-appropriate licences, and not commercial, helicopter, etc.) can be found at www.tinyurl.com/caatable

FUTURE GOTCHAS...

There are also some things to watch out for in the future – first of all, your bi-annual flight review. If you exclusively fly an LAA *Permit* aircraft (and assuming, of course, have a two-seater) you're able to fly your instructor or better still an LAA Pilot Coach, on the mandatory, one-hour assessment flight.

But what happens if you almost always fly a single-seater? I speak from personal experience in that, until recently, hiring an EASA-Certificated aircraft from a local flying school was necessary to do my assessment flight. In the future, it seems that many of us may need to keep or acquire an EASA *Part-FCL PPL* just for our bi-annuals!

However, some more daftness may even preclude that. Last week, we received the news that an agreement, *NPA 2014-29 (A)*, supported by such national authorities as Sweden, Finland and France, proposing that, "Flight time is completed during flights operated in the same class or type of aircraft falling under Annex II, shall be given full credit for the purpose of issue, revalidation or renewal of a licence, rating or certificate," had been rejected by EASA's legal services.

In other words, even if you own an Annex 2 aeroplane, you'd have to fly twelve hours on an EASA aircraft to revalidate your PPL or LAPL! The good news is that, unlike with the licensing issue, this isn't yet law and is still being discussed 'within the system'.

That said, if you think this daft rule is bad for us, just take a moment to sympathise with France, where over 230 Annex 2 aircraft are used by flying clubs for pilot training. These aircraft, forming ten per cent of France's flying club fleet, face being forced out of service because pilots won't be able to count the hours flown on them towards up-keeping their EASA licences! ■

WHAT YOU CAN FLY AFTER 8 APRIL 2018

Existing Licence	Renewal Licence	EASA conversion options
NPPL (SSEA, SLMG)	NPPL (SSEA, SLMG) (Remains valid in UK for Annex 2 aircraft with self-declared medical.)	LAPL (A), LAPL (S) (LAPL medical certificate required. The LAPL medical assessment can be conducted either by your GP or an AME and the LAPL medical certificate is valid throughout the EU.)
PPL (SLMG)	PPL (SLMG) OR NPPL (SLMG)	SPL, LAPL (S), PPL (A) (Depending on what you're flying)
NPPL (M) PPL (M)	NPPL (MICROLIGHT)	NOT APPLICABLE
PPL (GYROPLANE)	PPL (GYROPLANE)	NOT APPLICABLE
UK PPL (A)	UK PPL (A) (Remains valid in UK for Annex 2 aircraft with self-declared medical. EASA Class 2 Medical required to fly outside UK and Irish airspace.)	PART FCL PPL (A) FOR EASA TYPES (EASA Class 2 Medical required.)
JAR PPL (A)	EASA PART-FCL PPL (A)	PART FCL PPL (A) (EASA Class 2 Medical required.)