Regulation EC 216/2008

and

The EASA Aircrew Regulation EC 1178/2011

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CAVEAT

The information in these presentations represents the CAA's interpretation of proposed legislation that is not yet final, and is therefore subject to change. Even if there are no further changes, it may be found in the future that EASA has a different interpretation and so the CAA's position may change following discussion and agreement with the Agency and other National Aviation Authorities.

Regulation Civil Aviation Aircrew (RCAA)

• NPA 2008-17 published	5 Jun 2008
• EASA Responses published	9 Apr 2010
• Industry reactions closed	9 Jun 2010
• EASA Opinion (04/2010) to EC	26 Aug 2010
• Commitology (scrutiny by EASA Committee)	8 Dec 2010
• Parliamentary Scrutiny	Jul 2011
• Vote in European Parliament due	Sep 2011
• Publication	Nov 2011
• Interim Amendment	Apr 2012
• **Comes into Force**	**8 April 2012**
• **UK Opt Out**	**17th September 2012**

CAA Information on licensing and EASA:

We have a dedicated page on our website where EASA related information may be found –

www.caa.co.uk/eupilotlicensing

Or go to - www.caa.co.uk
“Safety Regulation”, “EASA”
“EASA – Licensing & Training Standards”

RCAA – Implementation

- Aircrew Regulation becomes EU law, overriding UK law
- No more JAR licences issued (subject to opt-out decision UK = 17 September 2012)
- JAR compliant licences become EASA licences on 8 April 2012 must be replaced at the latest by 8 April 2018 or expiry or amendment if earlier
- EASA licences will be non expiring
- Only valid ratings will remain on licence

RCAA – Implementation

National (Non-JAR or Restricted JAR) licences:

- Remain valid for all EASA aircraft until 8 April 2014 for (A) & (H)
- Non-JAR/National Licences not valid for EASA aircraft
- The Air Navigation Order will make EASA licences valid for non-EASA aircraft that are within the ratings included in the EASA licence.

‘CAP 804 – Flight Crew Licensing Mandatory Requirements, Policy and Guidance’

- Replaces LASORs
- CAA document on implementing rules and the CAA requirements, policy, guidance and processes
- Publication - imminent

CAA Standards Documents

- All CAA standards documents under review
- Due to be published prior to 1 July 2012

New Licence Format

Approval for the Use of Simulators

- Change to requirements laid down in Appendix 9 to Aircrew Regulation
- Simulator shall be used if available
- Guidance on ‘Definition of Available’ to be published soon
- User approval process to change – policy to be published soon
- Scheme of Charges for approvals changes

Need for an AOC to become an ATO?

- Changes to ‘who can do what’ within the Aircrew Regulation
- AOCs currently conducting training may be required to become an ATO
- Guidance and policy on application and change process to be published soon

Operational Suitability Document (OSD)

- Formally JOEB then OEB
- Will form part of the type certification programme under Part 21
- States the requirements for type rating training, recurrent and recency for flight crew
- Will contain two elements: Mandatory and Recommended
- Currently Optional but will be mandatory for all member states

CRM - Threat Error Management - Non Technical Skills

- CRM labels will be no longer valid under EASA
- CRM/TEM/NTS considered integral with Instructor and Examiner qualifications
- CRM activity remains but labels disappear
- Standards Document 29 – submitted to EASA for consideration
- AMC amendment being proposed by UK to improve content

Guidance on what and how to transition

- UK to disseminate information via:
- Website - www.caa.co.uk/eupilotlicensing
- Road shows - Visits, Attendance at Association Meetings etc...
- Webinars – TBA anticipated to commence in June
- eLearning – Examiner Briefings
- Publications – Information Notices, Standards Documents and CAP 804