

Q&A



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I also raised at the maintenance group meeting the possibility of being refused "roadside service" at a foreign airfield if you had a mechanical issue with your aircraft due to the post Brexit mess with EASA. So far - no response.

The regulations allow for the owner to authorise a maintenance organisation at a foreign airfield to provide a "roadside service" if there was a mechanical issue. The conditions are in ML.A.801 of the continuing airworthiness regulation.

Will the Authority release a General Exemption from the unnecessarily onerous Article 9 of Commission Regulation (EU) No 1178/2011 (adopted into UK law) and adopt the simple, flexible terms of ICAO Annex 1 para 2.1.9.1*, devolving the appropriate training needs analysis and training course composition to the ATO/DTO conducting the training, under the principle of subsidiarity?

'A student pilot or the holder of a pilot licence shall be entitled to be credited in full with all solo, dual instruction and pilot-in-command time towards the flight time required for the initial issue of a pilot licence or the issue of a higher grade of pilot licence.'

The aim being to grant flight time credit for pilots who started flight training some years ago but had to stop at the time for personal reasons. This was always permitted under JAR/FCL but the CAA Personnel Licensing Department had to agree to the allowable credit. However, with reduction in CAA staff levels and experience, plus the more formal legislative requirements now applying to ATOs and DTOs, it would surely be reasonable instead for the Head of Training at the ATO/DTO to assess the applicant and propose the 'top up' needed to the CAA?

The CAA would not be able to issue an exemption, as we would have to meet the criteria for such exemptions - demonstration of an 'urgent operational needs or urgent unforeseen circumstances'.

Article 2.1.9.1 of Annex 1 to the Convention on International Civil Aviation, guides Licensing Authorities to the crediting of flight experience. Where the flight training is conducted within the UK, this flight experience can be verified if there is any doubt.

However, there are practical difficulties in confirming how genuine the flight experience amassed in any third country is compared to confirmation that a pilot holds a licence issued by the Licensing Authority.

There are agreed means of communications to verify someone holds a valid or expired licence, which has also not been suspended or revoked.

Further consideration is being given to the application of Article 9 in UK (EU) Aircrew Regulations to see if a more flexible approach can be implemented. Concerning 2.1.9.1 to Annex 1 of the Chicago Convention.

When can a LAPL holder fly a part 21 aircraft across the channel into EU heartlands? We own a French aircraft (Robin DR400/180) and cannot fly it to France.

Currently this is a matter for the Government to discuss as part of the Free Trade Agreement of 24 December 2020. However, it must be appreciated that Article 59 of the Basic Regulation (EU) 2018/1139, only recognises third country licences, ratings and certificates when issued in accordance with the Chicago Convention.

As the LAPL is not ICAO compliant it is unlikely that these licences will be accepted in the future when operating an aircraft within the EASA requirements.

For aircraft not within the EASA requirements, often referred to as Annex 1 aircraft or non-EASA aircraft, it is in the ability of the State, to allow licences issued not in accordance with the Chicago Convention. The DGAC have recently extended a permission allowing UK registered non-EASA aircraft operating under certain conditions in French airspace for the holder of NPPL or LAPL's.

Can the CAA show the numbers of new PPLs issued over the last 5 /10/15 years? Can the CAA show the number of hours flown over the same time frame and can the CAA show what proportion of the hour relate to flight training.

This question would need to be submitted via a Freedom of Information request. We do have access to these details but adequate time would need to be given to compile the request.

It has been reported The Five English speaking countries (USA, Canada, United Kingdom, New Zealand & Australia) are forming the National Aviation Association. Will this be an alliance for recognition of licences? As the USA and Canada is desperately short of Pilots.

The CAA collaborates with a number of like-minded national authorities in aviation and aerospace to foster co-operation, learning and sharing of best practices, by working in partnership on common and emerging challenges in aviation and aerospace.

In answer to the question raise as to whether this will have an impact on the recognition of licences. Mutual recognition of licences are subject to formal agreements or working arrangements, which is not in the remit of this particular collaboration.

America will now help Pilots to get a Green card to go and live and work in the USA, however, you currently need a FAA ATP as UK ATPL licences are not recognised over there. Is anything being done to change this?

This question falls out of scope of the work of the General Aviation (GA) & Remotely Piloted Aircraft Systems.

UK Pilots, some of the best in the world, can now not get a job with the likes of Ryann Air/ Jet 2 etc. unless they give up there UK licences and get a EASA licence which will only be valid for the transitional year, unless they take up residency in the country of their licence. What is being done to address this?

This question falls out of scope of the work of the General Aviation (GA) & Remotely Piloted Aircraft Systems.