

NEWS OF REGULATIONS FOR CREDITING OF FLYING HOURS

EASA PUBLICATION OF ANNEX I TO EXECUTIVE DIRECTOR DECISION 2020/005/R AMC AND GM TO PART FCL, ISSUE 1 AMENDMENT 9

Rudi Schuegraf, Senior Vice President of Europe Air Sports, explains the significance of this amendment

AMC – Acceptable Means of Compliance

GM – Guidance Material

FCL – Flight crew licensing

The following complex text is hidden under this headline.

This requires explanation, which you can read below.

AMC1 FCL.140.A; FCL.140.S; FCL.740.A(b)(1)(ii) Recency and revalidation requirements

All hours flown on aeroplanes or sailplanes that are subject to a decision as per Article 2(8) of the Basic Regulation or that are specified in **Annex I to the Basic Regulation** should count in full towards fulfilling the hourly requirements of points FCL.140.A, FCL.140.S, and FCL.740.A(b)(1)(ii) under the following conditions:

(a) the aircraft matches the definition and criteria of the respective Part-FCL aircraft category, class, and type ratings; and

(b) the aircraft that is used for training flights with an instructor is an Annex-I aircraft of type (a), (b), (c), or (d) that is subject to an authorisation specified in points ORA.ATO.135 or DTO.GEN.240

ORA.ATO - Organisation requirements for air operations at Approved Training Organisation
DTO – Declared Training Organisation

We will explain why we are very grateful to EASA for this AMC which we think is quite an achievement. It is a huge opportunity for the future development of General Aviation and our airports community, especially nowadays in the world where global warming receives top attention. It is interesting or maybe somewhat boring to go back to the start of EASA in 2003 and the regulatory transition from JAA FCL to EASA FCL. At that time the microlight movement was about to become a grown up player in airports and GA. The aeroplanes had reached high quality and safety standards, but the authorities of the EASA Member States did not yet want to face and accept the reality of the technical progress of three axis microlight aeroplanes.

The reality today is quite clear, EC Reg 1178 defines aeroplanes in compliance with ICAO as:

'Aeroplane' means an engine-driven fixed-wing aircraft heavier than air which is supported in flight by the dynamic reaction of the air against its wings.

The AMC clarifies that a pilot flying any aeroplane or sailplane listed in Annex I can credit the hours to his/her personal account for the validation of his EASA license – LAPL A, PPL A and associated class ratings. This simply means that also hours flown on single engine piston aeroplanes below the mass thresholds of (e) in Annex I can be used to validate an EASA FCL based PPL A or LAPL A and its ratings.

It took many years to convince the regulatory system that hours flown on aeroplanes that are generally called microlights require the identical skills and airmanship as traditional SEP aeroplanes. With this AMC the regulator and the Authorities of the Member States have acknowledged the contribution of the microlight movement and development to the improvement of Aviation safety.