



EASA
European Aviation Safety Agency

MS Task Force Training with Annex I aircraft AMC

Cologne 31st October 2018





Agenda

- MS Task Force: training with Annex I
- EASA Opinion No 06/2017
- AMC Training with Annex I aircraft
- AMC Testing and checking with Annex I aircraft
- AMC Crediting flight time on Annex I aircraft



MS Task Force: training with Annex I

The task force has been created with representatives from the National Civil Aviation Authorities on September 2018 with the task to prepare AMC/GM to Opinion No 06/2017 that amend Regulation (EU) No 1178/2011.

The request comes from Member States that would like to use some Annex I aircraft (former Annex II) by approved (ATO) and declared (DTO) training organisations.



MS Task Force: training with Annex I

- EASA Chair: Cristina Angulo
- DGAC-FR: Bertrand Huron
- Sweden: Markus Oswaldson
- IAA: Niall Cummins
- UK-CAA: Jim Marren
- UK-CAA: Justin Willcocks
- TRAFI: Helena Pietila
- European Sports: Rudi Schuehgraf



EASA Opinion No 06/2017

- The EASA Opinion No 06/2017 has been amended by the Task Force to clarify that full compliance with the essential requirements is not required.
- Instead the Authority has to confirm a level of safety **comparable** to the aircraft that comply with all the essential requirements.
- The NAAs will use their National rules creating differences between MSs but will also provide the needed flexibility to accommodate the best practices.



- No change to the scope:

Aircraft that fall under points (a), (b), (c) or (d) of Annex I to Regulation (EC) No 2018/1139

- a) Historic aircraft
- b) Aircraft specifically designed or modified for research, experimental or scientific purposes
- c) Homebuilt aircraft
- d) Aircraft that have been in the service of military forces



EASA Opinion No 06/2017

(1) After point (a) (8) of point ARA.GEN.220 a new point (9) is inserted:

‘(9) the evaluation and authorisation process of aircraft mentioned in point ORA.ATO.135 (a) and point DTO.GEN.240 (a);’

The following points in (a) are to be renumbered.

(2) Point (a) of point ORA.ATO.135 is replaced with:

‘(a) The ATO shall use an adequate fleet of training aircraft or FSTDs appropriately equipped for the training courses provided. The fleet of aircraft shall be composed of aircraft that comply with all requirements as defined in Regulation (EC) No 2018/1139. Aircraft that fall under points (a), (b), (c) or (d) of Annex I to Regulation (EC) No 2018/1139, can be used after the competent authority has:

(a) during an evaluation process, confirmed a level of safety comparable to the aircraft that comply with all essential requirements as defined in Annex II of Regulation (EC) No 2018/1139; and

(b) authorised the use of the aircraft for training in the ATO.’



(3) Point (a) of point DTO.GEN.240 (a) is replaced with:

‘(a) The DTO shall use an adequate fleet of training aircraft or FSTDs appropriately equipped for the training courses provided. The fleet of aircraft shall be composed of aircraft that comply with all requirements as defined in Regulation (EC) No 2018/1139. Aircraft that fall under points (a), (b), (c) or (d) of Annex I to Regulation (EC) No 2018/1139, can be used after the competent authority has:

(a) during an evaluation process, confirmed a level of safety comparable to the aircraft that comply with all essential requirements as defined in Annex II of Regulation (EC) No 2018/1139; and

(b) authorised the use of the aircraft for training in the DTO.’

NOTE: in the Aircrew Regulation it is mentioned “specific authorisation” to persons and “approvals” to organisations. “Authorised” should be replaced by “approved”.



AMC for aircraft use in training

Implementing Rule (IR) paragraph(s):

- Regulation (EU) 1178/2011
 - ORA.ATO.135 (a)
 - DTO.GEN.240 (a)

Two cases are distinguished for the evaluation and authorisation process of Annex I aircraft for use in training:

1. **Annex I aircraft holding an ICAO-level Certificate of Airworthiness**
2. **Annex I aircraft not holding an ICAO Certificate of Airworthiness**



Annex I aircraft holding an ICAO CofA

(a) Aircraft holding a certificate of airworthiness issued in accordance with Annex 8 of the Chicago Convention are deemed to provide a **level of safety comparable** to that required by Annex II of Regulation (EU) 2018/1139 **unless** the competent authority determines that:

- the airworthiness code used for certification of the aircraft, or
- the service experience, or
- the safety system of the State of design

do not provide for a comparable level of safety.



Annex I aircraft holding an ICAO CofA

(b) An instructor qualified in accordance with Annex I (Part-FCL) of regulation (EU) 1178/2011 and nominated by the Head of Training (HT) of the ATO/DTO should assess that the aircraft is appropriately equipped and suitable for the training courses provided.



Annex I aircraft not holding an ICAO CofA

The following assessment should be conducted:

- (a) Initial assessment by the competent authority. Criteria taken into consideration:
- airworthiness national requirements on which basis the airworthiness certificate of the aircraft has been issued,
 - aircraft has similarity to a certified variant,
 - aircraft has a satisfactory in service experience as training aircraft
 - aircraft design is simple and conventional:
 - aircraft should not have design features or details that experience has shown to be hazardous,
 - aircraft systems, equipment and appliances should be operable without needing exceptional skill or strength



Annex I aircraft not holding an ICAO CofA

(b) Additional assessment by an instructor qualified in accordance with Annex I (Part-FCL) of regulation (EU) 1178/2011 and nominated by the Head of Training (HT) of the ATO/DTO should demonstrate through an evaluation report that the aircraft is appropriately equipped and suitable for the training courses provided.



Annex I aircraft not holding an ICAO CofA

- The aircraft should be safely controllable and manoeuvrable under all anticipated operating conditions including following the failure of one or, if appropriate, more propulsion systems.
- The aircraft should allow a smooth transition from one flight phase to another without requiring exceptional piloting skill, alertness, strength or workload under any probable operating condition.
- The aircraft should have such stability as to ensure that the demands made on the pilot are not excessive taking into account the phase of flight and its duration.



Annex I aircraft not holding an ICAO CofA

- The assessment should take into account the control forces, the flight deck environment, pilot workload and other human-factor considerations depending on the phase of flight and its duration.



AMC: Testing and checking with Annex I

Implementing Rule (IR) paragraph(s):

- Regulation (EU) 1178/2011 - FCL.1030

Skill Test, Proficiency Checks and Assessment of Competence for the issue, revalidation or renewal of licences, ratings or certificates could be conducted with aircraft that fall under points (a), (b), (c) or (d) of Annex I to Regulation (EC) No 2018/1139 authorised in accordance with ORA.ATO.135 or DTO.GEN.240, or in case of proficiency checks, accepted by the examiner.



AMC: Crediting flight time on Annex I

The AMC on ‘crediting flight time on Annex II’ proposed with NPA 2014-29 (B) was revised by the Task Force and remains unchanged:

Implementing Rule (IR) paragraph(s):

- Regulation (EU) 1178/2011
 - FCL.140.A Recency requirements
 - FCL.740.A(b)(1)(ii) Revalidation of class and type ratings — aeroplanes



AMC: Crediting flight time on Annex I

All hours flown on any aeroplane registered in an ICAO Contracting State shall count in full towards fulfilling the hourly requirements of this Part as long as the aircraft matches the definition and criteria of the respective Part-FCL aircraft category as well as its class and type ratings.