

GUIDANCE ON THE PROCESS OF TRANSITION TO EASA LICENSING FOR PPL HOLDERS

[compiled November 2011]

1. Introduction

As you may know, pilot licensing in Europe is coming under the auspices of the European Aviation Safety Agency (EASA) from April 2012.

For the most part, current licence holders will have new EASA licences issued on the basis of their current licence. However there are some details that you may need to know so that you don't get caught out by the changes.

This document was compiled from the latest information published by the CAA at <http://www.caa.co.uk/default.aspx?gid=2061>. I have distilled the information to focus on what is due to happen for holders of the three current different types of PPL:

- the UK PPL (issued up to June 1999)
- the JAR-FCL PPL (issued after June 1999)
- the UK National PPL (NPPL)

The information below applies to pilots wanting to continue to fly the aircraft in our fleet – PA28 and Cessna 172. It may not apply to non-EASA aircraft types such as microlights or the Tiger Moth.

Please note that the requirements set out below may change again prior to the implementation of EASA Part-FCL, which is on 8 April 2012. The CAA will be issuing a new licensing guide, CAP 804 (replacing LASORS) in early 2012.

2. UK PPL holders

If you have held a PPL since before 1st July 1999, it will be a UK PPL.

You can continue to fly the club's aircraft on your UK licence until 7 April 2014. To continue flying beyond that date, you must apply to the CAA for an EASA licence, providing evidence that you:

- have at least 70 hours total time
- have demonstrated the use of radio navigation aids.

If you meet those requirements the CAA will issue you with a non-expiring EASA licence.

Please note that throughout this period, and in future under the EASA regime, your Single-Engine Piston (Land) Rating must be kept valid.

3. JAA PPL holders

If your PPL was issued after 1 July 1999, it will be a JAR-FCL PPL.

You can continue to fly on your JAR-FCL licence after 8 April 2012, and up until the expiry date on the licence (NB the **licence**, not the SEPL rating).

Before your JAR-FCL licence expires, you must apply to the CAA for an EASA Part-FCL PPL. They will issue you with a non-expiring EASA licence, containing the ratings that were in your JAR-FCL licence *and current* on the day of conversion.

Please note that throughout this period, and in future under the EASA regime, your Single-Engine Piston (Land) Rating must be kept valid.

4. NPPL holders

If you are currently flying the club aircraft on an NPPL, you can continue doing so up until 7 April 2015. After that date you must have an EASA licence to fly Cessna 172 and PA28 because they are defined as EASA aircraft.

EASA is bringing in a Light Aircraft Pilots Licence (LAPL) which will be similar to the UK NPPL. However the conversion requirements for an NPPL holder to obtain a LAPL have not yet been decided. The CAA is working on proposals for this, which they expect to agree with EASA before the end of the year.

5. Medicals

Current JAR-FCL medicals will automatically become EASA Part-MED medicals as from 8 April 2012.

The GP declaration as a basis for the NPPL will not be valid for the EASA LAPL. You will need to obtain a LAPL Medical Certificate.