

EASA Transition

Notes from BGA ATO briefing Sat 08 Feb

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Briefing delivered by:

- Pete Stratten – *BGA Chief Executive*
- Andy Miller – the new *BGA Compliance Monitoring Manager*

Refer to the recently published BGA EASA Conversion slides

SPL needs an EASA Class 1 or Class 2 medical – annual renewal.

LAPL(s) can be either EASA medical or a EASA LAPL medical which is the one that can be done by your GP.

This has a 2 year renewal or more if you are a youngster.

All training will be completed under the BGA's ATO (Approved Training Organisation). The CFI will also become the local Head of Training.

Medical

Any current GP endorsement type medicals you have now will not be valid for transition onto the new licence.

There are three types of medical:

- EASA class 1 or 2, or a GP EASA LAPL medical
- SPL must have a Class 1 or 2. LAPL can have any of the three.
- Renewal is every 2 years up to 55 (more if younger); annual once over 55.
- There are no 'special' requirements as a Flight Instructor; any of the three types of medical count.

Prices appear to be variable across AME's and GP practices. My GP practice charges £120 for the current endorsement. Hate to think what it will be with an EASA one.

Some of our club members have already used AME Dr AME Dr Ian Ramsay

at <http://www.glosteraviationmedicals.com/> based at Staverton airport. He charges £60 + VAT.

Don't be put off with using your practice. The GP just fills in the medical application on line. Tick box form nice and easy. The advice is to prepare the practice/GP in the first place. You do all the donkey work in finding the correct web address/forms etc.

<http://www.gliding.co.uk/bgainfo/easamedical.htm>

Solo Pilots – un-licensed

Any pilot that wants to fly solo (first solo through to Licence submission) **must have an EASA medical before they fly solo.** So if you have not completed your Bronze in time to transition onto a SPL or LAPL(s) you must still have an EASA medical to fly solo.

Transition onto a SPL/LAPL(s)

Make sure you read up on what to do. There is loads of advice on the BGA website including a FAQ <http://www.gliding.co.uk/bgainfo/licensing/easalicensing.htm>

You don't necessarily have to highlight and photocopy every page from your log book that has the relevant experience (i.e. winch or aerotow launches) you can create a summary in your log book with all of the relevant gliding experience. This can then be photocopied, stamped and signed off as suitable evidence.

Unfortunately for the tug pilots the individual pages have to be copied and signed. I believe only the CFI can sign up tug pilot transition.

Once done it all goes to the BGA. They do all the checking and then send on to the CAA. That at least helps. However it is already taking 6-8 weeks.. DON'T LEAVE IT TOO LATE.
NO LICENCE, NO FLYING AS P1 post transition (un-supervised).

Once you have your licence you need to be aware of the currency requirements.

- The minute you have your SPL/LAPL(S) you have to make sure you are current before flying as P1.
 - You must have 5 hours as P1 and 15 launches plus two flights with an instructor in the previous 24 months. You have to meet this requirement every time you fly as P1.
- BGA advise: Before you fly as a licence holder you have to ask yourself – have i done the minimum flying required and flown twice with an instructor in the preceding 24months.
 - If the answer is yes, carry on; if no you cannot fly without an instructor.
- These requirements apply as soon as you get your licence.
- We are ok because of the AFR; it will mean all instructors as well.
- Most of you will be ok so long as they have done a 2 x AFR at least.
- Most of the instructors may well need to fly twice as P2 to meet the requirement; any flight as P2 with another instructor counts. I recently refreshed in winch launching so that counts for instance.

Main tip – try and get as much transferred over now with the one off fee. Anything you add later will be at additional cost.

Aerobatics ratings

Convert based on experience – see BGA guidance.

Basic Standard BGA Aerobatics badge can be approved by the CFI (basics of Loops etc). However i or another Full Cat have to observe you doing the manoeuvres. We have never done that so if you want to do the basics in the future you best arrange it quick – see link.

There is a BGA form to fill in for the appropriate badge rating.

Those of you that have attended one of Don's aerobatic courses will get signed off.

<http://www.gliding.co.uk/bgainfo/aerobatics/badge-scheme.htm#standard>

Advanced stuff can only be signed off by an Aerobatics coach (Don Gosden in our case).

You have to have either if you want to have aerobatics ticked on your licence.

In all cases you will have to submit evidence with your application (log book signed that you are cleared for basic aerobatics).

If it's not on your licence in the future you can't do any aerobatics.

"So what; if you pull the odd loop and no one knows who cares".

Well be careful. Anything licence related is a legal requirement. Not only are you doing something you are not licensed to do but you probably won't be insured. Don't think any future CFI will be that impressed either.

Aerobatics Instruction

Basic aerobatics (loops etc) are grandfather rights. BMGC instructors have advised me of their status which i have passed on to the BGA.

You know who you are so make sure you tick the appropriate box. The BGA will compare your name against the list i submitted.

Advanced aerobatic training instruction is down to the aerobatics community who will advise the BGA – Don Gosden i hope is on that list.

Tugging

Min requirement for a LAPL (A) is:

- 60 flights
- 30 hours TT
- 10 aerotows as tug pilot.

In the future a formal towing rating course will have to be attended for new tug pilots which will be (at the moment):

- 10 training flights of which 5 are dual
- There is no test

Long term issue could be the need to be a CAA approved power pilot instructor. Either way only approved clubs can do the training which probably means it will cost more.

Cloud Flying

Lots going on here; but for the majority no change.

Most of you (including me) do not deliberately fly into cloud. That's what the CFE rating is for.

Some of you may want to continue to do so, in which case get on a Cloud Flying Endorsement course to get your Sailplane Cloud Flying Rating.

However, i want to know if you are thinking of this, just to make sure you are ok with the training.

Instructors – renewal.

Once you have a licence with Flight Instructor endorsement you move away from the current 3 and 5 year refreshers with the club CFI.

If you are due a 3 or 5 year refresher this doesn't need doing as you transition onto the new system. Instead they must complete two of the following three over a 3 year period once licensed.

1. 30 hours or 60 flights as Flight Instructor in Sailplane (or TMG)
2. BGA run refresher training – i believe it is classroom only
3. Pass an Acceptance of Competence (Aoc) test; Theory & Practical – quite deep with an examiner

On the 9th year, part three has to be done anyway; every third validation will need to be a Aoc. Interesting that the 9 year renewal requirement is not mentioned on the BGA slides.....

Who can check who

Only a Flight Instructor with an SPL can check an SPL licensed pilot. An instructor with an LAPL(s) cannot check a SPL licensed pilot.

That i can see being a problem in the future; the SPL has an annual medical requirement which will be more stringent and therefore expensive. So as an instructor who intends to fly within Europe and not instruct professionally, why should they go to the expense and hassle of a SPL?

If we get expeds in the future with pilots who don't have aerotow on their licence, we will still be able to do the necessary aerotow training, sign the visitors off as competent (in their log book) and allow them to fly with us under instructor supervision. However....

Supervision

A **licensed pilot** who does not need any supervision is responsible for themselves. If they crash it's their fault according to the letter of the law. In reality, nothing changes and our current Duty Instructor supervision would continue (although responsibility still rests with P1).

An **unlicensed pilot** or one that **needs supervision** (as per aerotow example above) has to be under the supervision of the authorising duty instructor. They have to be briefed and a record kept that the briefing was completed (and what was briefed i think) and that the flight was authorised. If the pilot has an incident/accident the focus comes on the authorising instructor.

That's not much different from now, except there will need to be a paperwork trail of some sort to prove the flight was authorised and briefed.

Examiners

The days of a Bronze C check with any Full Cat will be over. To complete the training for your licence you will need to do an exam and skills test. Only an examiner can do either.

You only become an examiner having completed the necessary BGA training.

When examining you cannot examine anyone you have trained. Even if you have flown just the once with a candidate during their training you cannot then do the examination. To add to this the examiner has to do a minimum of 2 skills test per year to maintain their examiners currency.

We will probably keep to me and Mike E as examiners as either of us are the least likely to fly with any members under training.

Alternatively we may swap round candidates between the local clubs. So you might go to Usk and an Usk pilot might come to us.

Examiners have to be renewed every 3 years i believe. The cost of which should be quite low.

Pilot Training Records

We will have to keep records of all training leading to the licence.

The ATO standard expects the records to be kept on site for 5 years!!

Confidentiality requirements are no different to those we have now.

The BGA are looking at a centrally managed on line storage process to help clubs.

Either way every time training is completed the appropriate record has to be completed.

Hence the ideas around a launch point trailer or something, so that ATO compliant pre-flight briefings can take place at the launch point and the completion of the paperwork.

The P2 is responsible for making sure their training records are kept up to date. Not the instructors or club.

Until this process is set up, please continue with the current pre and post solo progress cards. If you do not get your Bronze/XC endorsement before we transition you will have to have evidence that all of your training has been completed. The progress cards will be the only form of documentation which will have the necessary evidence.

Once we have transitioned; No completed training records – no licence

Compliance

At some point in the future we could get audited against the BGA ATO. Paperwork and how we manage the operation/training i think would come under scrutiny.

When or how frequent is un-known.

Safety Management System (SMS)

Each club will need to establish club level incident reporting.

We are ok here as we have it all ready!

There will also need to be a BGA centrally stored 'local significant hazards and mitigation'.

Any pilot wanting to fly at BMGC (or any other club) will need to read the briefing before flying at the club.

That would not replace what we already have on line, any need for a briefing or check flight.

Basic Instructor

Not confirmed yet but the Basic Instructor as we know it now might become the 'Introductory Flight' pilot in the future. More details to follow.

11. Sailplane Pilot Licence & Light Aircraft Pilot Licence (Sailplanes) Structure



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