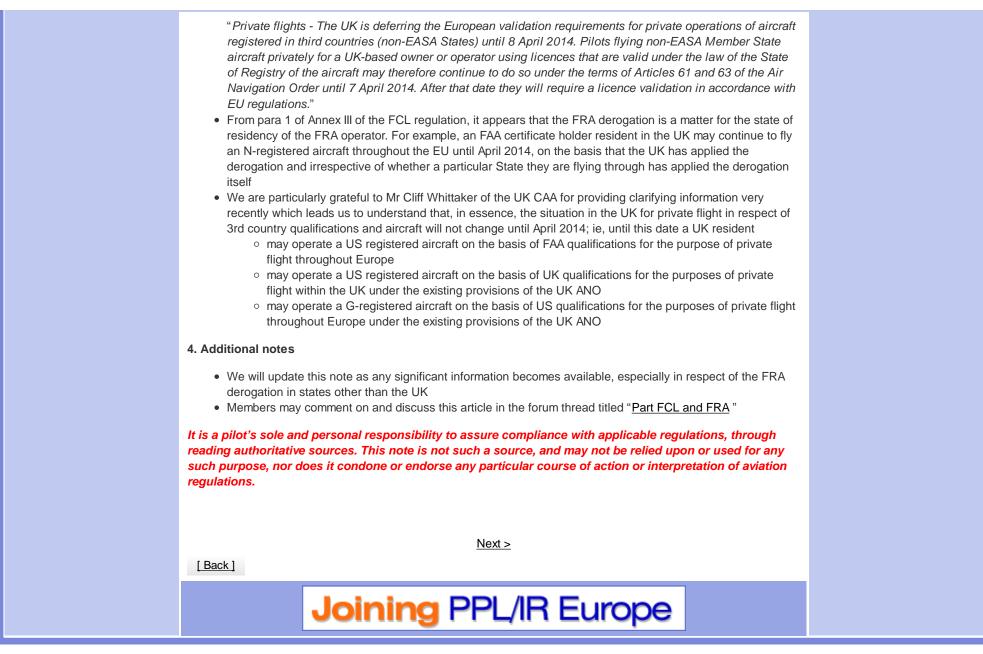
PPL/IR EUROI		C
Latest Content  LATEST NEWS  Pilot und Flugzeug Diatribe on EASA and FRAs  Full Autoland Reaches GA Recognition of Non-UK UAR-FCL Licences EASA Medical Certification  Read More	<ul> <li>EASA PART FCL AND FOREIGN-REGISTERED AIRCRAFT (FRA)</li> <li>Update: 8th April 2012: PPL/IR Europe Regulatory Working Group</li> <li>1. Entry into force: <ul> <li>As of 8th April 2012, EASA Part FCL is now a regulation binding in every EU member state, irrespective of whether their national legislation has been updated or not</li> <li>Under this regulation, EU resident operators of FRA need to have EASA pilot qualifications and medicals, or EASA validations of their 3rd country qualifications. JAR-FCL qualifications are compliant with the EASA requirements</li> </ul> </li> </ul>	LATEST ADDITIONS Pilot und Flugzeug Diatribe on EASA and FRAs Full Autoland Reaches GA Recognition of Non-UK JAR-FCL Licences EASA Medical Certification ERead More
CURRENT ISSUES EASA Licencing Rules Explained Changes to the ICAO Flight Plan Cold Temperature Corrections to MSAs - Consultation 18000ft Transition Altitude Consultation Bread More	<ul> <li>2. Derogation</li> <li>Article 12 of the FCL regulation provides for a number of "derogations" – mechanisms which permit individual Member States to deviate from or delay the implementation of EU regulations</li> <li>One derogation we believe has been commonly applied is that in Article 12.3, which allows States to delay the conversion of pre-JAR national licences until April 2014 (ie. such licences will be EASA compliant for another 2 years, by which time they need to be converted to EASA qualifications)</li> <li>The derogation of interest to FRA pilots is that in Article 12.4: "Member States may decide not to apply the provisions of this Regulation to pilots holding a licence and associated medical certificate issued by a third country involved in the non-commercial operation of aircraftuntil 8 April 2014."</li> <li>Note that derogation is an option open to individual States, should they choose to implement it. It is not an "automatic" EU-wide mechanism. Note also the requirement in Article 12.7: "When a Member State makes use of the provisions of paragraphs 2 to 6 it shall notify the Commission and the Agency. This notification shall describe the reasons for such derogation as well as the programme for implementation containing actions envisaged and related timing"</li> </ul>	★ LATEST FORUM TOPIC Part FCL and FRA PA34-220T Spare Parts Elite Flight Simulator For Sale IR or ATPL Read More
	<ul> <li>3. Status of the FRA Derogation in the UK</li> <li>When the FRA derogation was agreed during the Comitology process (the mechanism whereby Member States review proposed Regulations) in late 2010, our understanding was that the intention was to fully mitigate the impacts of Part FCL on FRA pilots until a Bilateral Treaty could be agreed with the USA.</li> <li>In the UK, the CAA have published <u>AIC W 025/2012</u>, which address the position of UK residents (para 3.1)</li> </ul>	



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