

# Very Light Jet Workshop



## Very Light Jets The Qualification Challenge

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European Aviation Safety Agency

## VLJ – The Qualification challenge

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- Short introduction to European Aviation Safety Agency (EASA)
- Increased RISK – perception and reality
- Current training and qualification system (JAA requirements)
- What we can expect (EASA Rules)



European Aviation Safety Agency

## VLJ – The Qualification challenge

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- Short introduction to European Aviation Safety Agency (EASA)



European Aviation Safety Agency

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- EASA is a European Union Agency based in Cologne - Germany





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➤ **Established by:**

- ✦ **REGULATION (EC) No 1592/2002 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 15 July 2002**

➤ **Objectives:**

- ➔ principal objective is to establish and maintain a high uniform level of civil aviation safety in Europe
- ➔ Basic principles for Aviation safety and essential requirements to be complied by aircraft, products and parts
- ➔ A clear sharing of roles between the Agency, the Member States and the Commission
- ➔ Defines the Agency and its tasks: e.g. issues Type Certificates for Aircraft.



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➤ **Scope of Competences**

- ✦ **Currently Regulation 1592/2002 establishes Community competence only for the regulation of the *initial and continuing airworthiness and environmental compatibility of products***
- ✦ **Work has being done to extend the scope of this Regulation to *air operations and pilot licensing (Opinion 3/2004)***
- ✦ **The future competences of EASA will also include *airport operations and air traffic control services.***



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- **Increased RISK**
  - ✦ **perception and reality**



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- **Aircraft flying faster and higher:  
need to cohabit with commercial  
aircraft in upper airspace in addition  
to busy terminal airspace**
- **Airspace and ATM issues**
  - ✦ **Speed and height**
  - ✦ **Congestion**



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- **Pilot competence on complex types**
  - ✦ **New approach to GA training systems required - to at least commercial pilot standards**
- **Single pilot operations:**
  - ✦ **Level busts**
  - ✦ **Airspace incursions**
  - ✦ **Runway incursions**
  - ✦ **Fatigue**



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- **Current training and qualification system**



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- **Training as recommended by JOEB**
  - ➔ Currently, JOEB is not mandatory, but....
  - ➔ Strong incentive for Manufacturers to participate
  - ➔ Currently, JOEB reports are recommendations to be applied by individual NAA
- **All training programmes approved under a TRTO / FTO**



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- **Current proposal : (no JOEB yet completed)**
  - ✦ **16 hours in aeroplane + 4 hours line oriented operations for low experience pilots, or**
  - ✦ **32 hours FFS (16 hours flying / 16 hours not flying)**
- **Student pre-entry requisite: meet JAR-FCL HPA requirements**



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### ➤ What we can expect – (EASA Rules)



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- Basis still JOEB but
  - ✦ JOEB shall be mandatory as part of the OTC (Operational Type Certificate)
  - ✦ JOEB's proposals with respect to training shall be mandatory
  - ✦ Reconsider student pre-requisites to determine the amount of training required (50 hour PPL - VLJ owner/ operator)
  - ✦ Comply with rules for (non-commercial) operation of complex motor powered aircraft
  - ✦ EASA shall develop the appropriate rules to cover multi-crew operation of SPA – training; skill tests; proficiency checking and recency requirements
- Pre-existing JOEB recommendations will remain valid (and associated compliant training)



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**Thank you for  
your attention**

**Questions?**

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