

# EASA Workshop on EBT and NCC

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- *Captain Philip Adrian*
- Philip is currently Chief Pilot Regulatory Strategy for Boeing Flight Services. In previous positions within Boeing, Philip has been involved with the development and EIS of the 787 and 747-8, and in his current position he works with the 737 MAX, 777X and future development programmes, involving both technical and regulatory issues.
- Philip is responsible for all Boeing OSD reports, and has been a member on many FAA, ICAO and EASA Rulemaking tasks
- Philip's background is as an Airline Training Captain with a European carrier, where he also held several management positions, including Head of Training. He is a current Instructor/Examiner on the B737 and B777/787.



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## Aerodrome qualification

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### 1. Explanatory Note for aerodrome qualification.

EU MS have identified a shortcoming in the requirement for special airport operations. Under current AMC, the guidance for qualification and experience is too generic and can lead to operators unknowingly not complying with National regulations and AIP instructions.

The suggested change does not deviate from current requirements nor introduce anything new, but leaves a clear “hook” to national legislation, which is completely absent today.

### **AMC1 ORO.FC.105(b)(2);(c) Designation as pilot-in-command/commander**

#### **ROUTE, AREA AND AERODROME KNOWLEDGE FOR COMMERCIAL OPERATIONS**

**The operator should comply with the national qualification requirements published in the Aeronautical Information Publication.** The experience of the route or area to be flown and of the aerodrome facilities and procedures to be used should include the following:

(a).....

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### 1. Explanatory Note for the editorial update for combining OPC/LPC.

The AMC1 ORO.FC.230 (b)(1) wording raised as an uneven implementation issue across Member States because of a tabulation error which introduces a confusion for combined LPC/OPC content. Moreover, AMC1 ORO.FC.230 (b)(1) do not clearly mention the possibility to combine LST with OPC.

The objective of this proposal is to clarify that the OPC content can also be combined with the LST (Licence Skill Test) for ATPL and initial issue of a type rating.

### AMC1 ORO.FC.230 Recurrent training and checking

#### RECURRENT TRAINING SYLLABUS

(...)

(b) Recurrent checking

Recurrent checking should comprise the following:

(1) Operator proficiency checks

(iii) ~~Once every 12 months the checks prescribed in (b)(1) (ii)(A) (i) may be combined with the skill test or proficiency check required for the issue, the revalidation or renewal of the ATPL and the aircraft type rating.~~