



# Training Com Update - Spring 2018

## Aeroplanes

News and advice for the training professional knowledge, best practice and standardisation

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### CESSNA 150 vs 152 Flaps

An accident last year really highlighted the need for familiarisation training following the unintentional selection of Flap 40 (Landing Flap) before taking off. If you read the AAIB Bulletin 9/2017 it becomes very apparent that there were ambiguities in the checklist(s) relating to the lowering/raising of flap whilst conducting the pre-flight 'walk-around' inspection. However, the main cause for concern is that there have been two previous fatal accidents involving C150 where the unintended use of Flap 40 was a factor.

During the latest GASCo study which took place in the UK of stall/spin accidents it was found that '*There have been 11 accidents on the Cessna 150 but only 1 on the Cessna 152 with more than 60% more hours flown by the Cessna 152*'.

Although the reasons for this apparent difference in accident rate between the variants was not fully explained. The AAIB report goes on to state that '*the Cessna 150 and Cessna 152 should not be treated as the same type and pilots transferring from the Cessna 152 to Cessna 150 should undertake formal familiarisation training*'.

So, from an instructional view point what can instructors highlight during this/or any training?

- Although not clear, Flap 40 seems to have been selected unintentionally for take-off. This could have been a mistake having selected the setting as part of the walk-around. Therefore, threats and errors relating to technical and human factor issues can be highlighted, but more importantly ways in which these situations can be avoided should be included.
- The design and operation of the flaps between the C150 and C152 should be discussed as they are very different. The use of Flap 40 in the C150 has serious consequences when used in- appropriately causing performance and handling problems leading to accidents for the unwary pilot. The other issue to highlight is that most C150's has a spring-loaded switch which does not give the pilot a visual cue of the selected flap position, unlike the C152. Therefore, it is important that this difference is highlighted.

Therefore, it is paramount that training is conducted in the form of familiarisation training by instructors to highlight the differences between the C150 and C150 flap switch designs and include the effect on aircraft performance and handling when using Flap 40. This can also be equally true for other aircraft types where there are variants.

## Instructor Assessment of Competences ... “Calling all FIE’s!”

Prior to the introduction of EASA the CAA staff examiners held an annual seminar for IRE’s, FE CPL and FIE examiners. The Chief Flight Examiner (when the position existed) would announce a subject to be included in the instructor flight test (now the assessment of competence) whether it was for either an initial, revalidation or renewal of an instructor rating (now certificate). As part of the authority’s oversight programme the CAA staff Flight Examiners would like to re-introduce this, and would encourage the Flight Instructor Examiners when conducting these assessments of competences to include the following subjects either as part of the natural pre-flight planning process and/or by going into greater depth making use of the TK questions from UK CAA Standards Document 10(a).

The subject(s) will be reviewed each year and announced in the Spring version of TRAININGCOM to coincide with the start of the main flying season. The subject(s) for 2018 are either:

- **Pre-flight planning with the emphasis on weather planning.** Focusing on how the instructor teaches his/her students the ‘GO/NO-GO’ decisions using the information made available by the Met Office using Threat and Error management as a tool to good decision making
- **DR Navigation Techniques.** Focusing on the ‘HOW’ as well as the ‘WHAT’ the instructor teaches ‘DR Navigation’ to their student(s) using recognised methods, including methods of correcting errors.
- **PBN related (where appropriate).**
- **Overhead Join Procedures.**

These subjects help address current identified risks. Recent MOR’s also indicate the following risks:

- runway incursions (there is an interesting article in GASCo Flight Safety Magazine – Winter 2017).
- understanding of procedure relating to entering and leaving an aerodrome traffic zone (Refer to The Skyway Code).
- understanding the difference between a ‘departure’ clearance and clearance to ‘line-up’, or ‘take-off’ which luckily has to date not result in an accident.

The other worrying issue is the number of instructors not understanding the implications of an ‘instruction’ as opposed to a ‘clearance’. This is lack of knowledge is then being transferred to the students. The famous saying “You don’t know what you don’t know!” comes to mind!

Again, FIE’s could include these areas when conducting instructor assessment of competences during the theoretical knowledge section. However, I would strongly suggest that FE’s ensure that they cover these subject areas with their candidates when conducting LST’s and PC’s.

Instructors must ensure that their students understand of the areas mentioned above and take the opportunity to also discuss these issues with pilots whilst conducting “dual flight with an instructor” flight(s) as part of their revalidating or renewing class ratings.

## Examiner Responsibilities – Course Completion Certificates

There have been recent instances where ATO’s have issued Course Completion Certificates which have given the incorrect information relating a candidate prior to test. It must be emphasised that although the ATO concerned has declared and signed the certificate it is the responsibility of the examiner to ensure that the candidate is qualified in accordance with Part-FCL before commencing any test or proficiency check. If further information is required do not hesitate to request access to the candidates training records if the ATO has not already done so, or seek advice from the ATO’s HoT or CFI. Pay attention to the completion of hours required and any other pre-test requirements and any correspondence from the authority.

**Ultimately, the examiner must ensure the candidate meets the requirements prior to test!**

## Addition of PBN Privileges to valid Instrument Rating

There have been several questions ask of the authority by examiners relating to PBN endorsement which we hope will clear up some of the uncertainty.

Q1. As a qualified and current Instrument Rating Examiner with a PBN endorsement to my own IR, does that entitle me to examine other pilots to grant them PBN privileges?

A1. Yes, it does. As an IRE/ IRR, PBN falls within the instrument rating privileges, that’s if you have the endorsement on your license. It’s the examiners responsibility to make sure he is confident and competent to examine on the different systems out there. (G1000; Avidine...etc!).

Q2. Once a (PBN) endorsement has been issued with an IR, how often should it be retested? Is it necessary to state this or can it just be done as and when?

A2. *This should be incorporated in every revalidation as it states in the regulation. (Part-FCL Appendix 9,5(h)) To establish or maintain PBN privilege one approach shall be an RNP approach. Where an RNP approach is not practicable, it shall be performed in an appropriately equipped FSTD. (i.e. has realistic handling characteristics and 'fit for purpose').*

Q3. In many parts of the UK PBN approaches are not readily available. Is it possible to test the PBN element in the FNPT2 as an addition to the airborne test?

A3. *Yes, but this will only be possible up to 25th August 2020 when the transition stage comes to an end. A normal IRT is to be completed as they are doing it now. Once the IRT has been passed, then the PBN add on can be completed as a separate exercise in the FNPT2, it will not be part of the IRT in any way. From 25th August 2020, all IR test will have to include PBN so this will cause issues for organizations that don't have GPS approaches available to them by then Part-FCL and 2016-539 PBN. Article 4.a para 5.*

Q4. If a pilot's IR was completed in the air one year then they can revalidate in a suitably equipped FNPT the following year and gain the PBN endorsement to the IR then. However, if there is a recurrent retesting requirement then that could make life quite difficult for some schools.

A4. *As above. For revalidations, one would fall into the normal A/C / Simulator cycle, so that means no issues when it's done in the simulator but when it's to be done in the A/C, there will be issues after August 2020.*

## Senior Examiners conducting examiners assessment of competences

The privileges of a Senior Examiner are stated on the individual's examiner certificate including CRE (Visual). If a Senior Examiner is approached by a CRE (Visual) to conduct an examiner assessment of competence then the Senior Examiner concerned needs to inform CAA Flight Test Bookings as part of our oversight program. All other examiner assessment of competences, such as, IRE, CRE/IRR, FE CPL and initial FE PPL (A) will be conducted by the staff examiners but on occasions industry Senior Examiners maybe asked to conduct these on behalf of the Authority.

## CAP 804

This document has been made 'reference only' as it has become out of date due to the mean changes made by EASA. However, the authority will be amending this document either in its same or similar format in the near future. Remember, that when CAP804 is amended and released to industry it is a guidance document and therefore the appropriate regulatory documents should be sourced.

## Insurance Cover for Flight Examiners (NB: IRE's, FE CPL and FIE's ONLY!)

The CAA hold insurance cover for Flight Examiners (FE) while they are undertaking CAA business. This includes personal accident cover of up to £125k and Aviation Liability Insurance up to £1b etc. The FE cover extends whilst the Person is on duty. The definition of this is:

"On Duty" means from the time the Insured Person leaves his normal place of residence for the purpose of carrying out his/her duties on behalf of the Insured until the Insured Person arrives back at his normal place of residence at the completion of his duties on behalf of the Insured".

Flight Examiners are not provided with the same travel insurance as an employed individual would be (e.g. if a flight was booked and then the FE was unable to travel due to illness – no cover). Therefore, as we have previously discussed, as the FE's are self-employed they should hold a package of insurances as any other self-employed individual. This would then protect them against claims from third parties regarding negligence etc.

## Medicals for Examiners and Instructors

There have been many asked about what medical can be held whilst either examining or instructing? The answer to this question is stated in Part-FCL as follows:

Instructors: *'FCL.915 (b) (1) ... hold at least the licence and, where relevant, the rating for which flight instruction is to be given;'*

Examiners: *'FCL.1000 (a) (1) ... holder of an equivalent licence, rating or certificate to the ones for which they are authorised to conduct skill tests, proficiency checks or assessment of competences and the privileges to instruct for them;'*

As you are aware Therefore, if you are examining and/or instructing to PPL (A) level then you may do this with a EASA Class Two Medical.

## Aircraft documentation and equipment to be carried in flight (updated)

Could all examiners and instructors before conducting any flight ensure that the valid documents and equipment (i.e PLB in non-ELT fitted aircraft) are carried on the aircraft in accordance with Part-NCO and where appropriate the CAA published Information Notice 2016/093, which states the documents that need to be carried within the Scottish and London FIR. Refer to

<http://publicapps.caa.co.uk/modalapplication.aspx?catid=1&pagetype=65&appid=11&mode=list&type=sercat&id=102>

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